

# GRAIN & FEED JOURNALS

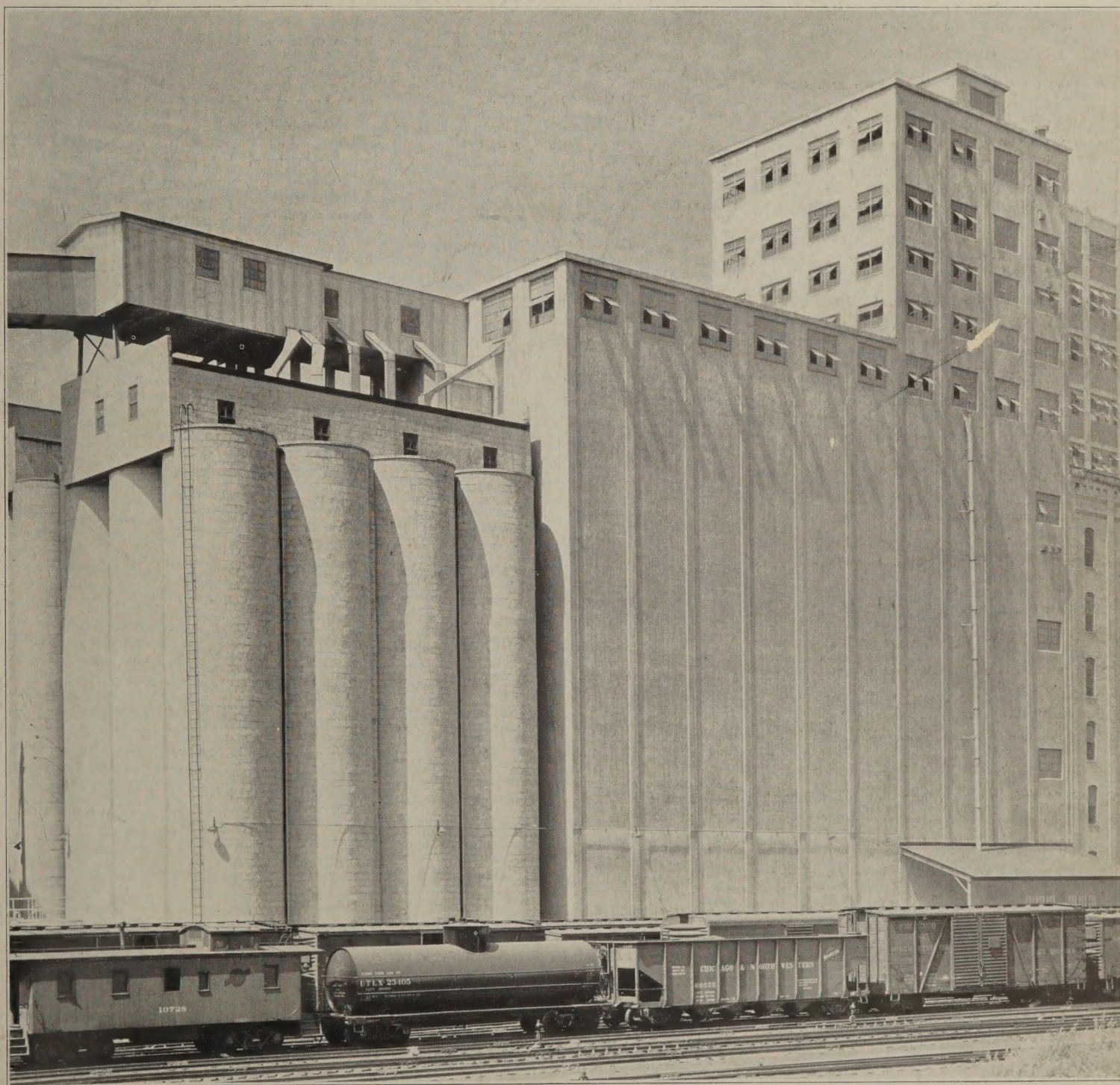
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LXXVI. No. 12

Chicago, Ill., U. S. A., June 24, 1936

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[For description see page 493]



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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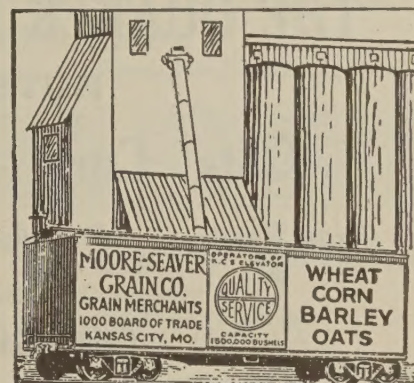
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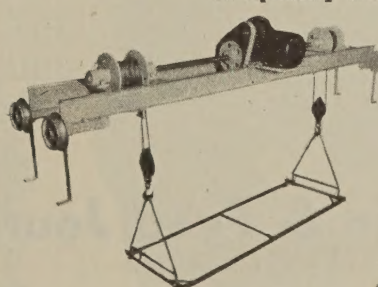
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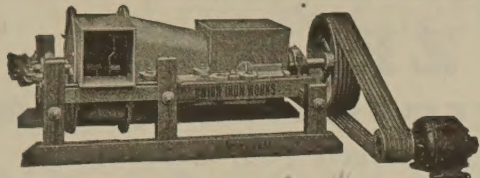
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32 lbs. per bushel—OATS											
Pounds	Bushels	Pounds	Bushels	Pounds	Bushels	Pounds	Bushels	Pounds	Bushels	Pounds	Bushels
600	18.75	610	19.06	620	19.38	630	19.69	640	20.00	650	20.31
660	20.63	670	20.94	680	21.25	690	21.56	700	21.88	710	22.19
720	22.50	730	22.81	740	23.13	750	23.44	760	23.75	770	24.06
780	24.38	790	24.69	800	25.00	810	25.31	820	25.63	830	25.94
840	26.25	850	26.56	860	26.88	870	27.19	880	27.50	890	27.81
900	28.13	910	28.44	920	28.75	930	29.06	940	29.38	950	29.69
960	30.00	970	30.31	980	30.63	990	30.94	1000	31.25	1010	31.56
1020	31.88	1030	32.19	1040	32.50	1050	32.81	1060	33.13	1070	33.44
1080	33.75	1090	34.06	1100	34.38	1110	34.69	1120	35.00	1130	35.31
1140	35.63	1150	35.94	1160	36.25	1170	36.56	1180	36.88	1190	37.19
1200	37.50	1210	37.81	1220	38.13	1230	38.44	1240	38.75	1250	39.06
1260	39.38	1270	39.69	1280	40.00	1290	40.31	1300	40.63	1310	40.94
1320	41.25	1330	41.56	1340	41.88	1350	42.19	1360	42.50	1370	42.81
1380	43.13	1390	43.44	1400	43.75	1410	44.06	1420	44.38	1430	44.69
1440	45.00	1450	45.31	1460	45.63	1470	45.94	1480	46.25	1490	46.56
1500	46.88	1510	47.19	1520	47.50	1530	47.81	1540	48.13	1550	48.44
1560	48.75	1570	49.06	1580	49.38	1590	49.69	1600	50.00	1610	50.31
1620	50.63	1630	50.94	1640	51.25	1650	51.56	1660	51.88	1670	52.19
1680	52.50	1690	52.81	1700	53.13	1710	53.44	1720	53.75	1730	54.06
1740	54.38	1750	54.69	1760	55.00	1770	55.31	1780	55.63	1790	55.94
1800	56.25	1810	56.56	1820	56.88	1830	57.19	1840	57.50	1850	57.81
1860	58.13	1870	58.44	1880	58.75	1890	59.06	1900	59.38	1910	59.69
1920	60.00	1930	60.31	1940	60.63	1950	60.94	1960	61.25	1970	61.56
1980	61.88	1990	62.19	2000	62.50	2010	62.81	2020	63.13	2030	63.44
2040	63.75	2050	64.06	2060	64.38	2070	64.69	2080	65.00	2090	65.31
2100	65.63	2110	65.94	2120	66.25	2130	66.56	2140	66.88	2150	67.19
2160	67.50	2170	67.81	2180	68.13	2190	68.44	2200	68.75	2210	69.06
2220	69.38	2230	69.69	2240	70.00	2250	70.31	2260	70.63	2270	70.94
2280	71.25	2290	71.56	2300	71.88	2310	72.19	2320	72.50	2330	72.81
2340	73.13	2350	73.44	2360	73.75	2370	74.06	2380	74.38	2390	74.69
2400	75.00	2410	75.31	2420	75.63	2430	75.94	2440	76.25	2450	76.56
2460	76.88	2470	77.19	2480	77.50	2490	77.81	2500	78.13	2510	78.44
2520	78.75	2530	79.06	2540	79.38	2550	79.69	2560	80.00	2570	80.31
2580	80.63	2590	80.94	2600	81.25	2610	81.56	2620	81.88	2630	82.19
2640	82.50	2650	82.81	2660	83.13	2670	83.44	2680	83.75	2690	84.06
2700	84.38	2710	84.69	2720	85.00	2730	85.31	2740	85.63	2750	85.94
2760	86.25	2770	86.56	2780	86.88	2790	87.19	2800	87.50	2810	87.81
2820	88.13	2830	88.44	2840	88.75	2850	89.06	2860	89.38	2870	89.69
2880	90.00	2890	90.31	2900	90.63	2910	90.94	2920	91.25	2930	91.56
2940	91.88	2950	92.19	2960	92.50	2970	92.81	2980	93.13	2990	93.44
3000	93.75	3010	94.06	3020	94.38	3030	94.69	3040	95.00	3050	95.31
3060	95.63	3070	95.94	3080	96.25	3090	96.56	3100	96.88	3110	97.19
3120	97.50	3130	97.81	3140	98.13	3150	98.44	3160	98.75	3170	99.06
3180	99.38	3190	99.69	3200	100.00	3210	100.31	3220	100.63	3230	100.94
3240	101.25	3250	101.56	3260	101.88	3270	102.19	3280	102.50	3290	102.81
3300	103.13	3310	103.44	3320	103.75	3330	104.06	3340	104.38	3350	104.69
3360	105.00	3370	105.31	3380	105.63	3390	105.94	3400	106.25	3410	106.56
3420	106.88	3430	107.19	3440	107.50	3450	107.81	3460	108.13	3470	108.44
3480	108.75	3490	109.06	3500	109.38	3510	109.69	3520	110.00	3530	110.31
3540	110.63	3550	110.94	3560	111.25	3570	111.56	3580	111.88	3590	112.19
3600	112.50	3610	112.81	3620	113.13	3630	113.44	3640	113.75	3650	114.06
3660	114.38	3670	114.69	3680	115.00	3690	115.31	3700	115.63	3710	115.94
3720	116.25	3730	116.56	3740	116.88	3750	117.19	3760	117.50	3770	117.81
3780	118.13	3790	118.44	3800	118.75	3810	119.06	3820	119.38	3830	119.69
3840	120.00	3850	120.31	3860	120.63	3870	120.94	3880	121.25	3890	121.56
3900	121.88	3910	122.19	3920	122.50	3930	122.81	3940	123.13	3950	123.44
3960	123.75	3970	124.06	3980	124.38	3990	124.69	4000	125.00	4010	125.31
4020	125.63	4030	125.94	4040	126.25	4050	126.56	4060	126.88	4070	127.19
4080	127.50	4090	127.81	4100	128.13	4110	128.44	4120	128.75	4130	129.06
4140	129.38	4150	129.69	4160	130.00	4170	130.31	4180	130.63	4190	130.94
4200	131.25	4210	131.56	4220	131.88	4230	132.19	4240	132.50	4250	132.81
4260	133.13	4270	133.44	4280	133.75	4290	134.06	4300	134.38	4310	134.69
4320	135.00	4330	135.31	4340	135.63	4350	135.94	4360	136.25	4370	136.56
4380	136.88	4390	137.19	4400	137.50	4410	137.81	4420	138.13	4430	138.44
4440	138.75	4450	139.06	4460	139.38	4470	139.69	4480	140.00	4490	140.31
4500	140.63	4510	140.94	4520	141.25	4530	141.56	4540	141.88	4550	142.19
4560	142.50	4570	142.81	4580	143.13	4590	143.44	4600	143.75	4610	144.06
4620	144.38	4630	144.69	4640	145.00	4650	145.31	4660	145.63	4670	145.94
4680	146.25	4690	146.56	4700	146.88	4710	147.19	4720	147.50	4730	147.81
4740	148.13	4750	148.44	4760	148.75	4770	149.06	4780	149.38	4790	149.69
4800	150.00	4810	150.31	4820	150.63	4830	150.94	4840	151.25	4850	151.56
4860	151.88	4870	152.19	4880	152.50	4890	152.81	4900	153.13	4910	153.44
4920	153.75	4930	154.06	4940	154.38	4950	154.69	4960	155.00	4970	155.31
4980	155.63	4990	155.94	5000	156.25	5010	156.56	5020	156.88	5030	157.19
5040	157.50	5050	157.81	5060	158.13	5070	158.44	5080	158.75	5090	159.06
5100	159.38	5110	159.69	5120	160.00	5130	160.31	5140	160.63	5150	160.94
5160	161.25	5170	161.56	5180	161.88	5190	162.19	5200	162.50	5210	162.81
5220	163.13	5230	163.44	5240	163.75	5250	164.06	5260	164.38	5270	164.69
5280	165.00	5290	165.31	5300	165.63	5310	165.94	5320	166.25	5330	166.56
5340	166.88	5350	167.19	5360	167.50	5370	167.81	5380	168.13	5390	168.44
5400	168.75	5410	169.06	5420	169.38	5430	169.69	5440	170.00	5450	170.31
5460	170.63	5470	170.94	5480	171.25	5490	171.56	5500	171.88	5510	172.19
5520	172.50	5530	172.81	5540	173.13	5550	173.44	5560	173.75	5570	174.06
5580	174.38	5590	174.69	5600	175.00	5610	175.31	5620	175.63	5630	175.94
5640	176.25	5650	176.56	5660	176.88	5670	177.19	5680	177.50	5690	177.81
5700	178.13	5710	178.44	5720	178.75	5730	179.06	5740	179.38	5750	179.69
5760	180.00	5770	180.31	5780	180.63	5790	180.94	5800	181.25	5810	181.56
5820	181.88	5830	182.19	5840	182.50	5850	182.81	5860	183.13	5870	183.44
5880	183.75	5890	184.06	5900	184.38	5910	184.69	5920	185.00	5930	185.31
5940	185.63	5950	185.94	5960	186.25	5970	186.56	5980	186.88	5990	187.19
6000	187.50	6010	187.81	6020	188.13	6030	188.44	6040	188.75	6050	189.06
6060	189.38	6070	189.69	6080	190.00	6090	190.31	6100	190.63	6110	190.94
6120	191.25	6130	191.56	6140	191.88	6150	192.19	6160	192.50	6170	192.81
6180	193.13	6190	193.44	6200	193.75	6210	194.06	6220	194.38	6230	194.69
6240	195.00	6250	195.31	6260	195.63	6270	195.94	6280	196.25	6290	196.56
6300	196.88	6310	197.19	6320	197.50	6330	197.81	6340	198.13	6350	198.44
6360	198.75	6370	199.06	6380	199.38	6390	199.69	6400	200.00	6410	200.31
6420	200.63	6430	200.94	6440	201.25	6450	201.56	6460	201.88	6470	202.19

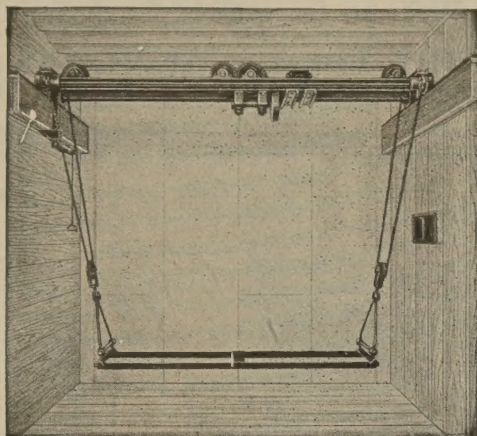


# WESTERN

## — GRAIN ELEVATOR EQUIPMENT —



Western Pitless Sheller with Cog Belt Drive

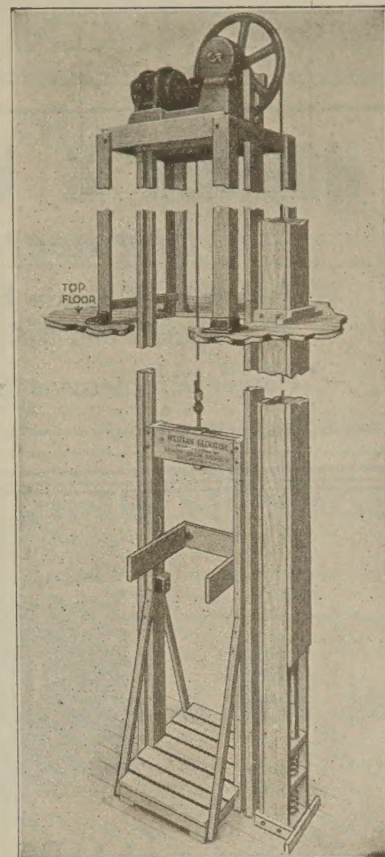


Overhead Electric Truck Dump

### NEW

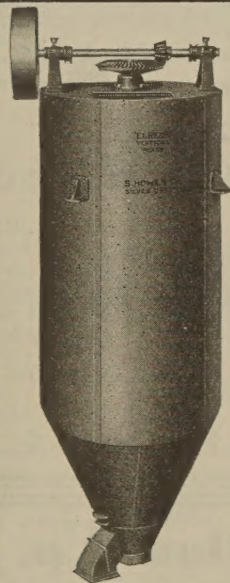
The **ELECTRIC MANLIFT** takes its place alongside our Electric Truck Hoist and Motor Driven Corn Sheller.

*Write us for complete information and prices.*



## UNION IRON WORKS

DECATUR,  
ILLINOIS



"Vertical"  
Mixers

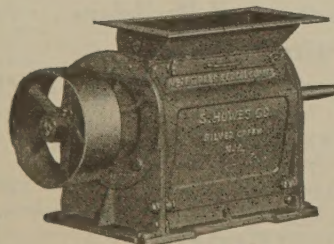
*Only  
the best  
is  
cheapest*

## a challenge— to every feed maker

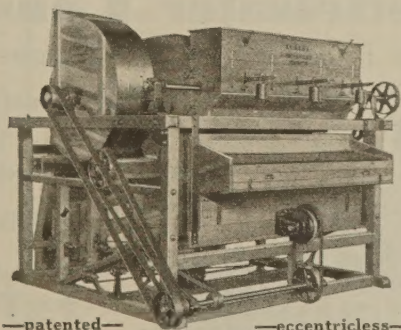
here it is: from America's foremost pioneers in the development and manufacture of modernized feed making equipment—from the oldest, largest and most widely successful producers, now as for 20 years, a challenge—to find anywhere, at any price, equipment as correct in design, as well built, as simple and reliable, as efficient and enduringly economical—as strongly endorsed by as many and successful Feed Makers—as "Eurekas".  
Our catalog explains our challenge.

**S. HOWES CO., Silver Creek, N. Y.**

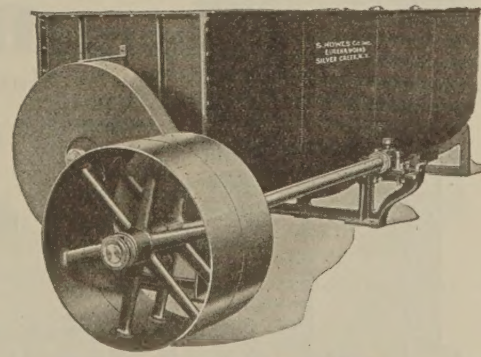
—QUALITY COUNTS—



America's Finest Built  
Corn Cutters



—patented—  
Many Sizes and Styles  
CLEANERS and GRADERS



"Horizontal"—Several Sizes  
THE MASTER MIXER



## GRAIN ELEVATOR BUILDERS

**HORNER & WYATT***Engineers*Designers of Grain Elevators  
and Feed Mills

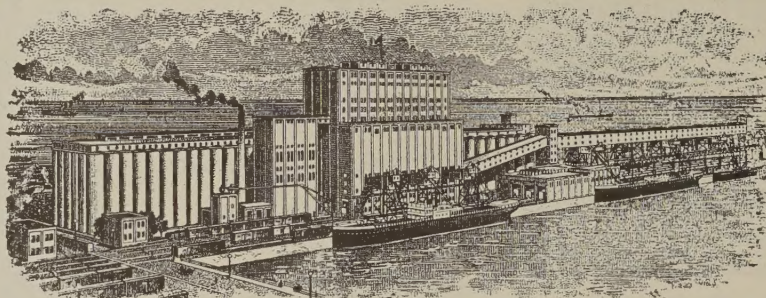
Power Problems a Specialty

470 BOARD OF TRADE KANSAS CITY, MO.

**ZELENY****Thermometer System***Protects Your Grain*Estimates cheerfully given.  
Write us for catalog No. 6.**Zeleny Thermometer Co.**

542 S. DEARBORN ST.

CHICAGO, ILL.

Capacity  
5,000,000  
BushelsEquipped with  
Four Stewart  
Link-Belt  
Grain Car  
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

W. R. SINKS,  
PRESIDENT  
Phone Harrison 8884**JAMES STEWART CORPORATION**  
ENGINEERS AND CONTRACTORS

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS

H. G. ONSTAD  
VICE-PRES.—GEN'L MGR.**Santa Fe Elevator "A"**

Kansas City, Kans.

Capacity  
10,500,000 Bushels**JOHN S. METCALF CO.***Grain Elevator Engineers and Constructors*

105 W. Adams St., Chicago

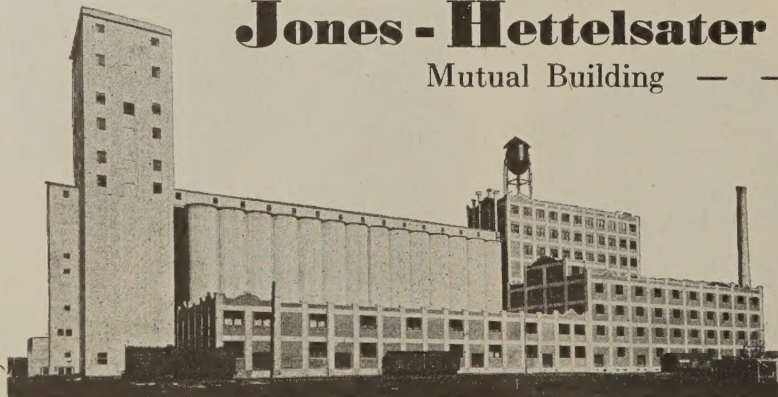
460 St. Helen St., Montreal

837 W. Hastings St., Vancouver, B. C.

12-15 Dartmouth Street, London, England

**Jones - Hettelsater Construction Co.**

Mutual Building — — Kansas City, Mo.

*Designers and Builders*  
**Grain Elevators**  
**Feed and Flour Mills**Pillsbury Flour Mills Co.  
Springfield, Ill.1,000,000 bus. Elevator  
8 Story Flour Mill — 4 Story Cereal Mill  
2 Story Warehouse  
*designed and constructed by us under a  
single contract.*



# GRAIN ELEVATOR BUILDERS

## The Barnett & Record Company

DESIGNERS

MINNEAPOLIS, MINN.

BUILDERS

Grain Elevators

Mill Buildings

Industrial Plants

### HOGENSON

Construction Co.

Designers and Builders

Elevators, Feed Mills, Warehouses

REMODELING

Corn Exchange Bldg. MINNEAPOLIS, MINN.

### WE SPECIALIZE

in Modernizing Country Elevators

Our recommendations will cost you nothing. When do you wish us to submit estimates on remodeling your grain-handling facilities?

THE VAN NESS CONSTRUCTION CO.  
Grain Exchange Omaha, Neb.

### WE REPAIR

Concrete Structures and Moisture

Proof by

GUNTUX METHOD

Cement Gun Construction Co.

537 S. Dearborn St. Chicago, Ill.

### BEN MUNSON & SONS

Build  
Repair  
RemodelGRAIN  
ELEVATORS

Salina, Kansas

### T.E. IBBERSON CO.

GRAIN ELEVATOR BUILDERS

Feed Mills Coal Plants  
Repairing and Remodeling

MINNEAPOLIS

MINNESOTA

### WE BUILD GRAIN STORAGES

29 Years' Experience

Send us your inquiries

POLK GENUNG POLK COMPANY

Fort Branch, Indiana



### Concrete Costs No More

Let us prove it.  
Plans and estimates  
on your needs made  
cheerfully.

CHALMERS &amp; BORTON

Designers &amp; Builders

28 E. 1ST ST. HUTCHINSON, KAN.

### Safety Sample Envelopes

for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size, 4½x7 inches. Have a limited supply to sell at \$2.35 per hundred, 500, \$10.00 plus postage.

GRAIN &amp; FEED JOURNALS

Consolidated

332 S. La Salle St., Chicago, Ill.

### Car Order Blanks

To insure the prompt furnishing of cars by railroad a written requisition should be made for each car and carbon copy kept as evidence in case of controversy over damages caused by carrier's delay.

These blanks are put up in books of 50 originals of blue bond paper, machine perforated so they will tear out easily, and 50 manila duplicates. Well bound with heavy pressboard, hinged cover and supplied with two sheets of carbon. Size, 7¼x5½. Order Form 222 CO. Single Copy, 75c; three copies, \$2.00; f. o. b. Chicago. Weight 8 ounces.

GRAIN &amp; FEED JOURNALS

Consolidated

332 S. La Salle St., Chicago, Ill.

The service you give is splendid, and we are very anxious to subscribe to your journal.—W. G. Slugg, Milwaukee, Wis.

### CALUMET Elevator Cups

Large Capacity

Can be used continuous, or for replacement of other buckets. If used continuous will double capacity. No back-legging, will operate at wide variation of speeds, and can be used around very small head pulleys. In use in many large elevators and feed plants.

Protected by U. S. and Foreign Patents.

Write for information and prices

B. I. Weller

Sole Manufacturer

327 S. La Salle St. Chicago, Ill.

### Elevators & Feed Mills

designed, built or remodeled to meet your individual needs.

Write, wire or phone us your requirements for elevator or mill equipment.

Ernest Engineering Co.

Curtis &amp; N. Quincy Sts.

Topeka, - - - Kansas

You have a splendid journal; it fills the bill in every respect.—R. Lee, Charleston, W. Va.

## Gerber's New Flexible Loading Spout Liner

Makes Worn Sections Like New

GERBER'S SPOUT LINER

Slip a Gerber Spout Liner in the worn section. No bolts to insert. Made of Manganese high tensile No. 14 gauge steel, giving six times the wear of ordinary steel.

Owing to the increased demand and lower cost of production we can offer Spout Liners at 50c each and \$6.00 per dozen.

50c

Fits standard size  
(8 in. top—7 in. bottom)  
Special sizes to order

\$6.00

Each

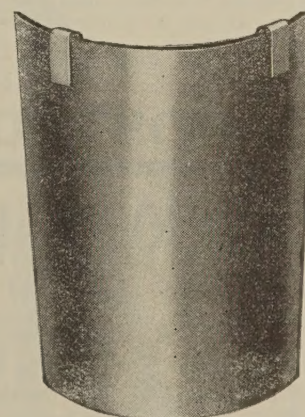
A Dozen

Special price in lots of 100

J. J. Gerber Sheet Metal Works

522 South Third Street, MINNEAPOLIS, MINN.

Sole Manufacturers Gerbers Single, Double, Triple and Four-Way Distributors; also V Cups, Elevator Spouting and Supplies



PATENT APPLIED FOR



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE

**CENTRAL ILLINOIS**—Three elevators for sale; good corn and oats territory; no competition; good volume. Address 76L8, Grain & Feed Journals, Chicago, Illinois.

**NORTHWEST IOWA**—55,000 bu. elevator for sale. Grain, Feed, Coal; large retail trade in feeding section; equipped to make all kinds of feed; large volume in corn, oats and barley; must sell to settle estate. Long Bros., Paulina, Ia.

**SOUTHWESTERN OHIO**—25,000 bushel metal sided elevator for sale; own siding and ground; wish to devote entire time to feed business; would expect to buy all ground grains from purchaser of this plant. Write Mineralized Yeast Mills, Ingomar, Ohio.

**MONTANA**—100,000 bu. steel tank elevator in good town, best valley in state for small grains; main line of N. P. Ry.; pneumatic truck lift, feed roller N. & M. 12x24, two 150 bu. Fairbanks hopper scales, 40 H.P. electric motor; reasonable rates. ample power for full load, including roller; all ready to go on fall crops; best moisture in years. Write 76J10, Grain & Feed Journals, Chicago, Ill.

**BARGAIN IF TAKEN AT ONCE**—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business, USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

## INDIANA ELEVATORS FOR SALE

Jefferson—15,000 bu. capacity, on Nickel Plate; scale shed, new coal sheds for four cars; electrically operated; two motors. Does large feed business; equipped with hammer mill and mixer. 5 acres land.

Fickle—15,000 bu. capacity; on Nickel Plate; new gas engine; small dwelling; both bldgs. on leased ground.

Each of these elevators is in operation and doing a good business; active side line business at each station; excellent opportunity for a real hustler to operate as a line. Priced for quick sale.

The Farmers Bank, Frankfort, Ind.

## ELEVATORS FOR SALE

**SEDGWICK, COLO.**, elevator, 20,000 bu. capacity; electric power, good house; look it over and make me an offer; will sell cheap. S. F. Wilkes, 321 Leffang Bldg., Omaha, Nebr.

**ILLINOIS**—On account of death of partner 24,000 bu. electrically equipped elevator for sale; own land; served by C. B. & Q. and T. P. & W. R. R. Chas. E. Henry, Bushnell, Ill.

**N. ILLINOIS**—Five grain elevators, with coal, lumber business. Cash to close estate. No trades. Good locations. Offered cheap to go quick. Holcomb-Dutton Lumber Co., Sycamore, Ill.

**ILLINOIS**—On account of ill health I am offering my 40,000 bu. electrically equipped elevator and small residence in good grain territory. Served by Wabash Ry. on main line, Chicago to St. Louis. Proctor Grain Co., Proctor Station, P. O. Gibson City, Ill.

**MINNESOTA**—125,000 bus. iron clad frame cleaning and transfer elevator for sale, electric power, fast handling, good cleaner equipment, Northwestern road, a good transit point, and in good barley territory. Real bargain price Banner Grain Co., Minneapolis, Minn.

**CENTRAL INDIANA**—Cribbed, iron-clad 40,000 bu. elevator and 10,000 bu. corn crib for sale, fitted with cleaner, grinder, sheller and other modern machinery; owner died. For sale at one-fifth its value to liquidate estate. Address Royal Centre State Bank, Royal Centre, Ind.

**KANSAS** Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

## ELEVATORS WANTED

**WANTED**—One or more elevators of 30,000 bus. cap. or better in good grain producing area in Kan., Nebr., Ia. or southeastern S. D. Address 76L3, Grain & Feed Journals, Chicago, Ill.

## ELEVATOR FOR RENT

**TO RENT**—Only grain elevator at Randolph, Wis. on Milwaukee R. R. Write Box 483 or Phone 84X3, Randolph, Wis.

## HELP WANTED

### MACHINERY SALESMAN WANTED

Old established firm manufacturing complete line needs salesman. Write 76J12, Grain & Feed Journals, Chicago, Ill.

**WANTED**—Experienced grain and feed man. for central Iowa town. Give age and full particulars first letter. Address 76M9, Grain & Feed Journals, Chicago, Ill.

## SITUATION WANTED

**POSITION WANTED** as manager first class elevator; experienced in grain, all side lines; prefer Iowa or Eastern Ill.; best references; available July 1. H. G. Fischer, Kinross, Ia.

**POSITION WANTED** as manager of country station; Iowa preferred; several years' experience; references from banks and reliable grain men. Address 76M8, Grain & Feed Journals, Chicago, Ill.

**POSITION WANTED** as manager of elevator buying for mill or farmers; 25 years' experience handling grain and grain products. Okla. or Texas preferred. Reliable references furnished. A. W. Heatley, Weatherford, Okla.

**COMPETENT AND EXPERIENCED** elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" column of the Grain and Feed Journals, Consolidated, Chicago, Ill.

## LIVESTOCK

**CATTLE FOR SALE**—345 cows and springer heifers, 543 calves and yearlings, 234 two yr. old steers. All tested. 189 good draft mares and geldings. Colts. Truck or car lots. Write or Wire A. L. Neuhart, Fairfield, Iowa.

## BUSINESS OPPORTUNITIES

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" columns of GRAIN & FEED JOURNALS, Chicago. 9,800 grain men look to these columns twice each month for real opportunities.

## KEEP POSTED

### GRAIN & FEED JOURNALS CONSOLIDATED

332 So. La Salle St., Chicago

A consolidation of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter.

**Gentlemen:**—In order to keep you posted regarding what is going on in the grain and feed trades outside our office, please send us the *Grain & Feed Journals* twice each month. Enclosed find Two Dollars for one year.

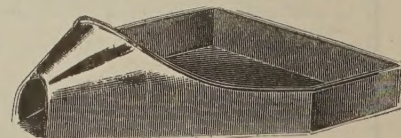
Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....

## SAMPLE PANS



Formed by bending sheet aluminum, reinforced around top edge with copper wire. Strong, light, durable. The dull, non-reflecting surface of aluminum will not rust or tarnish; assists users to judge of the color and to detect impurities.

Grain Size, 2½x12x16½", \$2.00; Seed Size, 1½x9x11", \$1.65, at Chicago.

**GRAIN & FEED JOURNALS**

Consolidated  
332 So. La Salle St., Chicago, Ill.



**MACHINES FOR SALE**

**CORN CUTTER & Grader**—has motor—used very little. 76D6 Grain & Feed Jnls., Chicago.

**MONITOR** dustless combined corn & grain cleaner. No. 5A. P. O. Box 425, Portland, Ore.

**FEED MIXER**—one ton—floor level feed—has motor—good as new. Write 76D8 Grain & Feed Journals, Chicago, Ill.

**FEED MIXER** for sale, has motor, and a late machine. Need space. Will sacrifice. Write 76D5 Grain & Feed Journals, Chicago, Ill.

**HAMMER MILL** with 25-h.p. motor and all attachments. Priced to sell. Write 76D7 Grain & Feed Journals, Chicago, Ill.

**FOR SALE**—One No. 147 Clipper Cleaner; one No. 132 Standard Cleaner, complete. B. T. Johnson, New Vienna, Ohio.

**COMPLETE SOY BEAN MILL** for sale Anderson Expeller; Wolf Drier; Grinder; Oil Tanks, etc. Ideal outfit for small operation. Address 76L5, Grain & Feed Journals, Chicago, Ill.

**NEW AND USED** Anderson's Superior Feed Mixers, above and below floor hoppers, 500, 1,000 and 2,000 pound sizes. Hog Feeders, 22 bushel capacity. Buy direct from factory. Write for circulars and prices. Anderson Manufacturing Co., Paris, Ill.

**BARGAINS FOR QUICK SALE**—Invincible Receiving Grain Cleaner, Monitor Oat Clipper and Cleaner; also Sidney Corn Sheller and Cleaner. All first class condition. The Ackerman Co., Lima, Ohio.

**FOR SALE**—Used Scales, 6 ton, 10 ton, 15 ton and 20 ton truck scales; 40 h.p. JB Direct Connected hammer mill; Papec and other used hammer mills; feed mixers; 50 h.p. type "Y" Fairbanks-Morse engine; used elevators; No. 4 Monitor Cleaner; Triumph sheller. Send us your inquiries. The Sidney Grain Mach. Co., Sidney, O.

**MACHINERY BARGAINS**

Clark Power Shovel; several Clipper Cleaners; one Gruendler Batch Mixer; one large cement mixer; two water wheels; No. 6 Invincible Grain Cleaner; No. 4 Monitor Cleaner; No. 40 Blue Streak Hammer Mill; Gruendler, JB and other hammer mills. Motor and belt driven attrition mills; corn cutter and grader (new); corn shellers; cob crushers; elevators. Everything for the feed mill and elevator. Write your wants. A. D. Hughes Co., Wayland, Mich.

**MOTORS—GENERATORS**

**ELECTRIC MOTORS**, Generators, Air Compressors, engines, pumps, all makes, types and sizes. All completely rebuilt. One Year Guaranteed and attractively priced. Write us on your requirements. Rockford Electric Equipment Co., 728 South Wyman St., Rockford, Illinois.

**ELECTRIC MACHINERY**—Motors, M-G sets, Generators, Pumps, Compressors. Write for attractive quotations on your requirements. Save half on Guaranteed Rebuilt units. Specials—Totally Inclosed, 60 h.p. bb. Motor, 900 rpm; 2—7½ h.p., 1 at 1800 and 1 at 3600 rpm. Chicago Electric Co., 1331 W. 22d St., Chicago, Ill.

**SAMPLE ENVELOPES**

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size 4½x7 inches. Have limited supply to sell at \$2.35 per hundred or 500, \$10.00 plus postage. Sample mailed on request. Grain & Feed Journals, 332 S. La Salle St., Chicago, Ill.

**RAT EXTERMINATOR**

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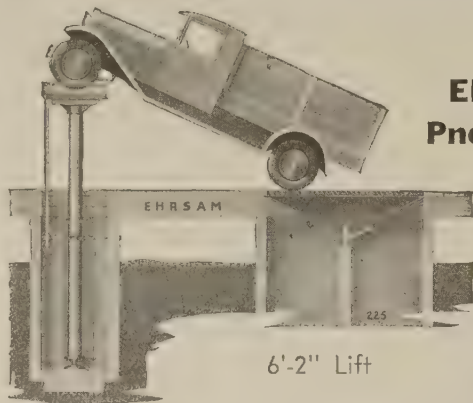
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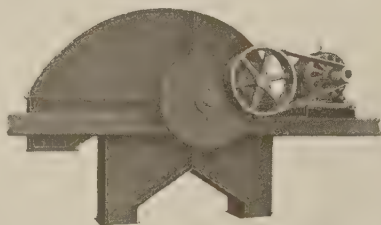
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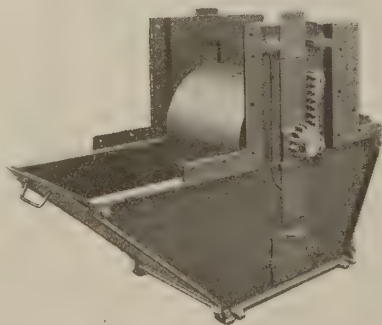
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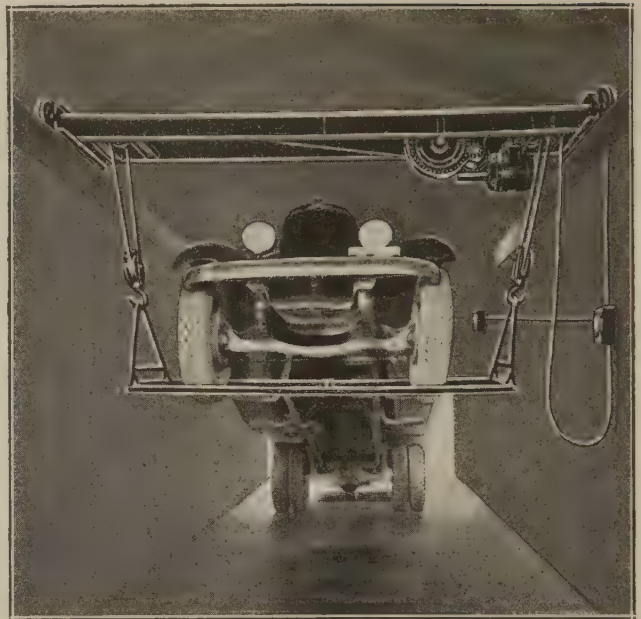


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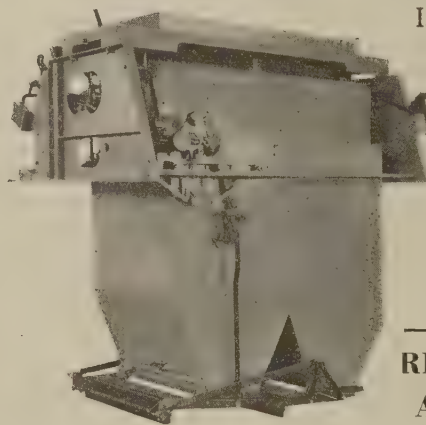


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# GRAIN & FEED JOURNALS

INCORPORATED

332 S. La Salle St., Chicago, Ill., U.S.A.

Charles S. Clark, Manager

A merger of  
GRAIN DEALERS JOURNAL  
Established 1898

AMERICAN ELEVATOR &  
GRAIN TRADE  
Established 1882

THE GRAIN WORLD  
Established 1928

PRICE CURRENT - GRAIN REPORTER  
Established 1844

Published on the second and fourth Wednesdays of each month in the interests of better business methods for progressive wholesale dealers in grain, feed and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States, Canada and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, \$2.00; single copy current issue, 25c.

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THE ADVERTISING value of the Grain & Feed Journals Consolidated as a medium for reaching progressive grain, feed and field seed dealers and elevator operators is unquestioned.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, ILL., JUNE 24, 1936

GROUP meetings of state associations are promoting the cause of cordial relations at country stations.

SOYBEANS should be rushed to market to take advantage of the good prices now ruling, is the advice of terminal grain receivers.

FIRES originating in the cupola of an elevator having its windows well screened with heavy wire point to dry plain bearings and hot boxes.

THIEVES are breaking into country grain elevator offices with a persistent frequency that is encouraging owners to bar windows and lock heavy doors securely.

BARLEY which matures in the field is claimed to have a higher starch content, therefore is more valuable to the maltster. The shipper who classifies his receipts in keeping with the maltster's needs is generally paid well for his trouble.

A SPLENDID example of co-operation is afforded by the grain dealers, millers and farmers of Dubois County, Indiana, practically all of whom contributed to the purchase of a portable seed cleaning machine.

SPECULATORS covering shorts in July wheat are giving millers, having the July bought against flour sold, a splendid opportunity to sell out the future and buy cash wheat as a hedge instead. Such action operates to reduce the open interest in the wheat futures market.

MORE cleaners are being installed in country elevators than ever and should reduce the number of shipments grading down because of foreign matter contained. Shippers generally sell grain by grade, hence should fortify their margins by buying by the same grades.

KEEPING POSTED enables the dealer to have some fun at the other fellow's expense and to his own profit, as in one recent instance where a seedsman learned of an impending scarcity and bought a carload of another seedsman, in his own town, who had not kept posted on crop conditions.

TRUCKER-DEALERS in California actually are being fined and given jail sentences for violating the licensing law of that state as reported by chief of the State Division of Market Enforcement elsewhere in this number. Other states may copy some sections of the California statute for the protection of farmers and regular buyers.

MANY elevator owners who are still trying to weigh in grain over small capacity scales have taken the precaution to place signs at both ends of scale platform WARNING drivers with excessive loads to keep off. This should prevent accidents and save the scales for a time, but the better way would be to install a 20-ton truck scale and get accurate weights on every load.

NO DUST EXPLOSION of consequence has occurred in grain elevators during the past thirteen months. The latest reported, in the boot of a receiving leg at North Kansas City June 4, likewise did comparatively little damage. Evidently the persistent campaign for prevention is having the hoped for effect; but the hazard is still with us, and continued vigilance is the price of safety.

THE COUNTRY is in danger of becoming truck-minded to the extent that state and federal legislators will pass laws to aid the trucks. Chicago received 56 per cent of its eggs by truck in 1935, against 38 per cent in 1934. New York is getting eggs by truck all the way from Missouri and North Dakota. New York received 9 per cent of its butter by truck in 1935, compared with 3 per cent in 1934.

THE MOTOR trucker who depended upon fraudulent scale tickets for his profits was pressed so vigilantly by his victims, he has wisely driven to new territory and may be is now approaching your elevator. If you are interested in learning more of this swindler's methods read the report of the Motor's Ass'n Ass't Sec'y in this number.

STATISTICS on truck movement of grain are not available; but the vast increase in trucking is indicated by a comparison of the truck movement of coal to points in Iowa in 1920, compared with 1934. Fourteen years ago the railroads carried 2,627,778 tons and the trucks 718,509 tons, while in 1934 the rails carried 981,069 tons and trucks 1,576,254 tons.

PROCESSORS who paid taxes under the unconstitutional A.A.A. will recover their payments if the court sustains the contention of the leading packers who last week brought suit on the ground that the amendment of Aug. 24, 1935, denying them the right to recover unless they can prove the tax was not passed on to the consumer, violates the fifth amendment to the constitution.

TAXES of all kinds are being increased so rapidly merchants are taking the precaution to increase their margins, with the hope they may have something left for living expenses and overhead. Grain handling margins have always been so narrow country shippers often have their entire profit wiped out by losses and deterioration in transit and discounts due to off grades.

CONFIDENCE that service to the community brings its own reward should encourage the grain elevator operator to equip himself to meet every reasonable demand of his patrons. It is this confidence, defying drouth, politics, the AAA and the trucker, that led one Iowa country elevator company to contract recently for the construction of an elevator with 18 bins, a feed mill building, two warehouses and a store building to display side lines. A considerable investment also will be made in grain cleaning machinery.

CANADIAN grain handlers are relieved of the menace of government aided competition by the ruling of the Supreme Court of the Dominion June 17 that the Natural Products Marketing Act was "ultra vires," that is, unconstitutional as being beyond the power of Parliament to enact. This law went into effect in July, 1934, but its invalidation will create no great disturbance in Canada, since it has been enforced only in part as to dry beans, cedar shingles and seven other minor commodities. The law went so far as to empower commodity boards to prohibit the marketing of any or all of the product involved.



MOST SHIPPERS will agree with the three dissenting members of the Interstate Commerce Commission that the continuance for six more months of the emergency freight rate increases was unwise since it defeated its own purpose by making it more difficult for the rail carriers to compete with highways and barges, and that an increasing proportion of the traffic will leave the rails.

CO-ORDINATION of railroads by dictation of a bureaucrat came to an end with the abolition of that office June 16. Fortunately for operators of railroad owned terminal elevators the co-ordinator was without power to enforce his suggestions looking toward pooling of the houses. The provision in the law against dismissal of employes as the result of mergers to effect economies robbed the act of any effectiveness, other than to distribute \$1,000,000 in the co-ordinator's payroll.

IF NOT hampered by state and national regulation rail and highway carriers may agree upon a joint use of both rails and highways for the same shipment that will combine the economy of the one and the flexibility of the other. The highway truck must be employed in accumulation and distribution. Inventive genius must devise the means whereby the rail haul can be included, whether by interchangeable wheels, movement of trucks on flat cars or their contents in large containers.

### Accepting Worthless Checks

Cashing checks or accepting checks from strangers in payment for goods is always a hazardous practice and it seems to be doubly hazardous when the stranger has facilities for getting out of town quickly. So many Iowa grain dealers have been swindled through new and old tricks of truckers one would naturally expect them to exercise every precaution whenever they condescend to deal with the tricky travelers. We have published many of their tricks and tried repeatedly to warn the trade against their dishonest methods, but it seems all in vain.

Our news columns last number tell of another Iowa dealer who after refusing to accept a check of \$312.17 for corn already loaded was induced by trucker's confederate, "President of the Bank" whom trucker had called on long distance phone, to accept check and release grain. The check was returned by the bank on which drawn stamped "NO ACCOUNT."

The check, the name of the trucker and the bank president were all false and it is doubtful if the sufferer will ever recover his cash. Had the elevator man wired, at the trucker's expense, the bank upon which check was drawn, he would have learned trucker had no account in bank before releasing the grain. His own bank would have performed the service for him and protected him against loss.

### A Surplus Necessary to Recovering Export Trade

Farmers who have accepted bribes, bonuses or gratuities for not producing grain, cotton, tobacco or other agricultural products, can not expect to profit long from following the impractical policy of scarcity, because the tax wasting bureaucrats will soon run out of money and thereafter the farmers will be compelled to depend upon the world's markets for compensation for their labors.

If the contributions of the various Governmental agencies are to be classed as charity they will be repugnant to the independent spirit of the average American farmer and rejected with a slam. Most farmers prefer to direct their own farming activities and naturally resent any attempt by swivel chair "experts" to dominate farm operations. While the farm agitators are directly responsible for Governmental interferences with farm activities, they seem to have convinced the producer he is incapable of the intelligent direction of his own farm operations, hence must welcome bureaucratic control. The self-respecting farmers who resent being misrepresented by the active propagandists at Washington ignore all interference and direct their farming operations as seems best for their own interests.

So long as humans in different parts of the world are starving in large numbers it should be profitable for the U. S. A. to cease importing grain and produce enough not only to meet all domestic needs but to export large quantities each year. The Federal and the state governments have spent many billions of dollars in an effort to encourage and assist U. S. farmers in the production of more and better grain, but now with no excuse except a claimed "emergency" the Federal Government turns right about face and depletes the Treasury in an impractical attempt to reduce the production of grain. Naturally this shrinks the farmer's income, and destroys the foreign demand for his products. Even the countries formerly importing U. S. grain now bid for it, our farmers could not supply their needs at a reasonable price and they would be forced to continue to use substitutes.

If the U. S. producers of wheat, cotton, corn, etc., ever recover their foreign

trade, it will be through the hustle of enterprising exporters and in spite of the meddling bureaucrats; it will follow the production of a surplus, not a campaign for scarcity.

### No Wheat Calamity

The crop failure in the Northwest is limited to the Southern half of North Dakota and Western South Dakota; and in the Southwest to Northern Texas, the strip in Oklahoma and a very small area in Southwestern Kansas.

Kansas' production of wheat this year is officially estimated at 130,450,000 bus., against 59,887,000 bus. last year. The condition of wheat in Minnesota is 85 per cent, and the estimated production of winter wheat is nearly 50,000,000 bus. greater than last year.

Persons unfamiliar with the facts may conclude from the 10-cent advance in a few days in the price of wheat futures that a serious reduction in the crop prospect has taken place and that the grain trade faces another lean year, when the reverse is true.

Price movements such as those of the past three weeks that raise the level of the distant futures above the nearby delivery are all to the good for the elevator operator who needs storage earnings.

Just before the present advance in wheat prices began, June 11, the open interest in Chicago wheat futures was 66,356,000 bus. Under big buying in a real bull movement this interest should have increased by leaps and bounds to perhaps 100,000,000; but, believe it or not, the open interest actually decreased to 56,067,000 bus. at the close of the market June 19. This is the smallest open interest on record, the previous low having been 64,409,000 on May 2, 1927.

This anomalous condition of heavy liquidation accompanied by rising prices indicates an eagerness to get out of the market for futures, probably due to fear of bureaucratic "cracking down" under the new Commodity Exchange Act. How the law makers do help (?) the farmer.

SOME SHIPPERS lose sight of the fact that mixing grain pays only when the mixture sells for more than the components would command separately. In any event, to get the best grading the mixture must be thoro.

## Business

is never so healthy as when, like a chicken, it must do a certain amount of scratching for what it gets.

—HENRY FORD



## Elevator Operators' Accident Liability

When an accident occurs in or about a grain elevator, the operator can expect to be made defendant in a suit for damages brought by the injured party, who is not deterred from pressing his claim by the fact that the operator is not morally or legally liable. Just as in the case of an automobile accident on the highway, the first reaction of the one suffering damage or injury is an attempt to make someone pay for it.

The uninsured owner offers an easy mark for claimants who have a poor case, as it will appear to be cheaper to settle for a small amount than to stand suit. If insured, the owner can inform the claimant of that discouraging fact, which means that the claim will be handled on a business basis by experienced appraisers. Claimants can not expect a compromise when there is no legal liability, in the opinion of the well organized legal department of the casualty insurance company.

An elevator operator is not liable in damages for injury sustained at the plant unless thru some dereliction of his; but in many states having workmen's compensation laws he is liable merely because the man injured was in his employ and the injury occurred in the course of his employment. Also, if the elevator is situated on a railroad right of way, the lease of the site may contain cut-throat provisions making the operator liable for injury on the premises by reason of operation of the locomotive over adjacent tracks.

Driveway accidents are happening somewhere every day with consequent personal injury or property damage. It passes belief the variety of accidents that may occur in the driveway. Listing some of them, we note that a team is frightened and runs away, a horse falls on the wagon dump and has to be killed, wagon hook on hoist breaks and drops heavy truck, damaging front axle, dump door smashes customer's foot, drive breaks down under heavy truck which is damaged, boy on wagon is pinched against ceiling when the air hoist raises front end, cable of hoist breaks, alarming horse and driver is thrown off seat to the ground, block fails to hold wagon wheel on dump, horse being pulled back and fatally injured, or hook slips off customer's truck.

Accidents in other parts of the plant occur about the manlift, while loading or unloading cars, fingers are lost greasing a gear or trying to relieve a choke in leg or hammer mill, falling while on a ladder improperly placed, workman is caught between belt and pulley. Even in the elevator office the stenographer injured her back severely on a railing in reaching for book on desk.

As to customers, visitors, trespassers, invitees, or children finding an attrac-

tive hazard, the operator's responsibility is not clear. It varies with the circumstances, customers having the greatest claim to protection and trespassers the least. It is here that insurance against public liability comes into play, for the owner can no more protect himself against such claims than he can against windstorm damage. Although the loss may be heavy in individual cases, the casualty company can afford to write a policy including besides the ordinary hazards such risks as public liability and right of way lease clauses at a reasonable charge because the injuries or damages are infrequent.

## U. S. Follows Price Fixing Lure

Inability of the bureaucracy to resist the lure of price fixing with public money is manifesting itself in the butter market. In butter, as always, the government is undertaking a venture that is certain to break down and to cost a lot of money.

The administrator of the A. A. A. on June 18 stated that the federal government's accumulation of butter and eggs was for the purpose primarily of supporting the market price, thirty cents for butter being the figure set, based on the 1910-14 price average and the current level of industrial prices.

The government has been unable to resell any of the butter bought, as this would defeat its price-boosting purpose; but is disposing of it thru the Federal Surplus Commodity Corporation into relief channels. In other words, the government is giving it away. If stored until it has become rancid, the unfortunates politely dubbed relief "clients" are in no position to object.

Butter, unfortunately for the treasury, is not a commodity that lends itself to holding off the market. At ordinary temperatures butter deteriorates rapidly and even in cold storage it becomes less palatable day by day.

The soil conservation program of the A. A. A. also is certain to add to the trouble of the price fixers by increasing the acreage in grass and pastures and the number, consequently, of dairy cattle. The prospect, therefore, is that the government will have an increasing amount of butter to buy, and when the bureaucrats have accumulated an unwieldy surplus, everybody else will let it alone, fearing a collapse when the government lets go. If persisted in, the government's policy will inevitably lead to a fiasco resembling the wheat price manipulation by the deceased and malodorous Federal Farm Board. How the bureaucrats love to regulate the lives of citizens.

Following the enactment of the Commodity Exchange Act to include 13 commodities the offices of the grain futures administration in different cities are to be enlarged to house the increased personnel.

## Damages for Glass in Food

Doris E. Linker bought a package of rolled oats at a retail food store of Kroger Grocery & Baking Co. The package was unbroken. A maid opened the package and cooked a quantity of the contents, that plaintiff ate, feeling a gritty substance in her mouth. Five hours later began to experience pains and a burning sensation in stomach and bowels. Next day glass was discovered in the left-over portion of the cooked oats and in the uncooked oats. Two months after eating the oats plaintiff passed at stool bloody particles of glass.

Plaintiff Linker brought suit against the manufacturer and the Kroger Company and a jury awarded \$10,000 damages. The court set this aside as to the Kroger Company and reduced the judgment against the manufacturer to \$6,000.

The court said: It seems only fair to presume that the presence of deleterious substance in a packaged food occurs thru some negligent act of omission or commission on the part of the agents of the manufacturer. So, notwithstanding the very strong evidence as to the care exercised by it in the manufacture and preparation of rolled oats, which evidence might well have caused a verdict in its favor, I am of the opinion I was correct in submitting the case to the jury.

There was no duty on the retailer to open the package and make an examination of its contents.—*U. C. District Court, Northern District of Oklahoma, 11 Fed. Supp. 794.*

The U. S. Circuit Court of Appeals at Chicago has set aside the order of the federal grain futures commission barring Thomas M. Howell from trading on the exchanges on the charge that he had failed to report the extent of his holdings to the government bureau.

## Cipher Codes

**Universal Grain Code:** Most complete, up-to-date grain code published. Effects a greater reduction in tolls than any other domestic code. 160 pages, 4½x7 inches. Price, leather, \$3.00; paper, \$1.00.

**Robinson Telegraph Cipher Code:** Revised with all supplements, for domestic grain business. Leather, \$2.50; cloth, \$2.00.

**Dowling's Grain Code for Grain Milling and Produce Trades,** 6th edition: Used extensively in Western Canada. 154 pages. 4½x6½ inches. Weight 4 ozs. Price \$3.00.

**Millers Telegraphic Cipher:** (1936) For the flour feed and grain trades. 157 pages, 3½x6½ inches. Cloth bound. Weight 6 ozs. Price \$2.00.

**Cross Telegraphic Cipher:** 10th edition revised for provision and grain trades. 148 pages, 4½x6½ inches. Cloth \$4.00.

**A. B. C. Improved Fifth Edition with Sup.:** Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. In English. Price, \$20.00.

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GRAIN & FEED JOURNALS

Consolidated

332 So. La Salle Street CHICAGO, ILL.



## Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Space Occupied by Bushel?

**Grain & Feed Journals:** What is the correct type of bushel to be used in figuring capacities of grain storage?—The Chas. Gambsky Co., Menasha, Wis.

**Ans.:** The common bushel generally used is the legal Winchester bushel of 2,150.42 cubic inches.

It is correct to state the capacity of a bin as so many bushels based on the contents in cubic feet divided by 1.2441, or more easily, multiplied by 0.8035.

As some kinds of grain are heavier than others, a bin of a certain cubic footage will contain more bushels by weight of some kinds of grain than others.

### The Wheat Situation

By JOHN BALLARD, ST. LOUIS

We are entering a new wheat crop movement with the healthiest situation that has existed in the United States for 10 years, and internationally for many years. With a fair volume of new wheat moving in Texas, Oklahoma and southern Kansas, we have seen a tightening of the cash situation in Minneapolis and east of the Missouri river, and an increase in premiums compared to the July delivery. This discredits predictions of a carry-over on July 1 of 150,000,000 bus. of wheat. Seldom have we entered a new crop with stocks of flour so nearly exhausted. Stocks of wheat in farmers' hands and other positions over a large area are very small. On June 15 the total U. S. visible at terminal markets was down to 24,259,000 bus.

At this time the world's supply and demand situation is so well balanced that world's wheat prices are dependent on wheat crop conditions in the Northwest and in Canada. Deterioration had started in sections of Canada, but Canada has since had general precipitation favorable to its wheat.

In our Northwest deterioration has been excessive for so early in the season. This is reflected in the extraordinary market advance in Minneapolis. It is possible, with timely rains and normal weather, to raise sufficient spring wheat, in addition to our winter crop, to make a total well above domestic requirements. But it is not at all improbable that further losses may be suffered which will again place this country on a domestic basis.

Relatively high prices, compared with the rest of the world, would follow. Last year this country was compelled to import 30,000,000 bus. of Canadian wheat. Surpluses are exhausted. Competent authorities realize that millions of acres of native grass from Texas to Montana should never have been plowed under. Large areas in Russia are menaced also by similar weather and soil eroding conditions. Talk of a large wheat acreage and favorable conditions in Russia is unfounded. Last reports state that heat and dryness in the Eastern spring wheat belt of Russia are causing apprehension.

A most important market factor may develop from the persistent talk in England, from official sources of the necessity for accumulating and holding supplies of wheat as a war measure.

Indications on the bear side are that importations of all European and non-European countries for the crop year will apparently amount to only about 460,000,000 bus., and will be the smallest quantity purchased in the last 25 years, in spite of a constant increase in population. This is due to: First, practically

every country in the world is trying to be self-sustaining and to produce as much of everything as possible at home.

Second, there is still great financial and economic distress in Europe, which causes substitutions and economies.

Third, China, Japan and the Orient, which have been increasing their purchases, are price buyers, regardless of the content of the wheat, whether protein or starch and the advance in prices last year reduced this buying.

Oriental buying is affected by political and financial difficulties. In recent weeks tens of thousands of Chinese have starved to death.

Well posted people in Europe feel that Russia this year will again become an important exporter. Another disquieting feature is that India has again entered the list of exporters and is expected to have a surplus of about 30,000,000 bus.

### Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other merchants from the same industry. You can not afford to pass up these opportunities to cultivate friendly relations and profit by the experience and study of others.

June 25, 26, 27. Southern Seedsmen's Ass'n at Dallas, Tex.

June 26. Colorado Grain Dealers Ass'n Shirley-Savoy Hotel, Denver, Colo.

June 27. Nebraska Grain Dealers Ass'n, Pawnee Hotel, North Platte, Neb.

June 29. Farm Seed Group of A. S. T. A. at Dallas, Tex.

June 29, 30 and July 1. American Seed Trade Ass'n at Dallas, Tex.

July 6, 7. National Hay Ass'n, Lincoln Hotel, Indianapolis, Ind.

Aug. 20, 21. New York State Hay & Grain Dealers Ass'n, Onondaga Hotel, Syracuse, N. Y.

Sept. 17, 18. Mineral Feed Mfrs. Ass'n at Hotel Sherman, Chicago, Ill.

Oct. 12, 13. Grain and Feed Dealers National Ass'n at Hotel Schroeder, Milwaukee, Wis.

### Grain Dealers Will Meet at North Platte, Neb.

All grain dealers and flour millers are invited to attend a meeting called by the Nebraska Grain Dealers Ass'n for June 27 at the Pawnee Hotel, North Platte, Neb.

The session will open at 1:30 p. m., for a discussion of crop prospects, grain grading and truck regulations.

A banquet will be given at 6:30 p. m. The speaker of the evening will be Frank A. Theis of Kansas City. Frank Stoll, sec'y of the Associated Southwest Country Elevators, will show a series of lantern slides relating to world marketing of grain.

Geo. Stites of Union, Neb., pres. of the Nebraska Grain Dealers Ass'n, will act as chairman of the meeting.

Perilla oil produced from a vegetable seed grown in Manchuria has been very definitely cutting into linseed oil consumption in this country, during the past few years. In the first four months of 1936, importations have reached a total of 46,089,659 lbs. Importations during May and the first part of June are on an increasing scale.—Archer-Daniels-Midland Co.

### From Washington

The financial position of handlers of farm products will be studied by the Federal Trade Commission in its farm income investigation under an amendment adopted by the Senate. As grain dealers always pay cash for the grain they buy the commission may raise no objection to their continuing to do so.

The Senate interstate commerce com'te on June 15 approved the redrafted Guffey bill to fix prices of coal. The tax of 13½ per cent on coal shipped would be rebated entirely to mine operators who complied with the regulations. The bill passed the House June 16. Rank discrimination.

Altho the Senate interstate Commerce com'te on June 15 approved a joint resolution retaining Jos. B. Eastman as co-ordinator of transportation for one more year, but without regulatory powers, the position expired June 16, because the Senate failed to act on the resolution.

The bill to reimburse grain co-operatives for losses due to their co-operation with the Stabilization Corporation in 1929 and 1930 has been modified in the House com'te on agriculture to provide for an investigation of the claims before payment. Gov. Myers of the F.C.A. states that the losses were chargeable to the co-operatives themselves, for holding wheat for an advance, when they were given ample opportunity to dispose of their grain without loss, before the market went down. Why not reimburse all merchants for losses incurred by holding stocks in an effort to boost prices?

A bill giving congressional inquisitors more power has passed the House. If a witness fails to testify or produce papers it will no longer be necessary to wait until Congress is in session to force compliance, but the com'te can file a statement with the vice pres. or speaker, who will certify it to the district attorney for action. Inquisitorial com'tes under the bill need not limit their activity to the District of Columbia as heretofore, but may roam about the country and direct the activities of all citizens. What next?

The House June 15 adopted the conference report on the chain store bill. The bill prohibits a manufacturer from making price discriminations between purchasers of goods of like grade and quality, and authorizes the Federal Trade Commission to fix quantity limits beyond which price differentials may not be allowed. The bill also makes it unlawful for sellers of commodities to give or purchasers to receive any commission or any service allowance in connection with the sale of advertising of such goods unless the same considerations are offered to all other customers on "proportionally equal terms."

Bills signed by the president include the Commodity Exchange Act, the Overton bill authorizing expenditure of \$272,000,000 for flood control works on the lower Mississippi, and 38 other bills.

The conference com'te of the House and Senate has adopted the Bailey amendment placing a tax of 4½c per pound on oils of perilla, kapok, sunflower and hempseed; and 2c per pound on seed of hemp, perilla and kapok.

The Pres. has signed the Robinson-Patman bill.

The Copeland-Tugwell food and drug bill giving the sec'y of agriculture dictatorial powers was killed by the House refusing to concur in a Senate amendment.

The House has passed the Walsh-Healy bill imposing N.R.A. wage and hour standards on concerns filling government contracts.



## Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journals for publication.]

### No Interest Credit for Fast Returns in Ohio

*Grain & Feed Journals:* The average charge assessed in Cincinnati for collection of drafts is one-tenth of 1% for 7 days' time. No rebate is allowed if funds are remitted before the expiration of that time, and the prevailing time loan rates are collected for all days in excess of seven.—D. J. Schuh, Executive Sec'y, Cincinnati Board of Trade, Cincinnati, O.

### Shipper's Duty to Prevent Shortages

*Grain and Feed Journals*—I know that most shippers when confronted with an apparent shortage want to know the reason the terminal weight is less than the weight they charged to the car. Obviously they are entitled to a complete investigation and a full report from the terminal market. The weighmaster is highly pleased if he can find the cause of the discrepancy, and to so advise shippers, but in justice to the "terminal" shippers also should make a thorough investigation at their own elevators to detect any possible cause for the variations in weight. I should like to point out what I believe should be done at the country elevator, not only to locate but to prevent discrepancies in weight.

To begin with, is the equipment you use to weigh and load your grain into car in good order?

Have you examined and tested your car shipping spout to be sure it is absolutely grain tight?

Has your shipping scale been tested recently by a PROFICIENT SCALE MAN WITH SUFFICIENT TEST WEIGHTS?

(a) Is it free from all obstructions and "binds"?

(b) Does it discharge entirely?

(c) Do you carefully check the weights on the counter poise hanger?

I cannot emphasize too strongly the importance of proper operation of automatic scales. Unless your weigher follows the instructions, recognized as necessary to insure good performance, the results of the weighing on your automatic scale will be unsatisfactory no matter how adequate the installation of the scale may be.

Such instructions include the following procedure: (a) Keep all parts of the scale clean and free of obstructions. (b) See that the scale is in balance. (c) Check the scale weights to be certain that the amount of weights on the hanger, or in the weight box, corresponds with the size of the drafts to be weighed; and make a permanent record of their number and value. (d) Read and record in a bound book the figures on the automatic register. (e) After starting the weighing, check the setting of the scale by weighing several drafts. In fact, the proper setting of the scale should be ascertained at least four times during the weighing of each car. (f) Check the stream of grain from scale to car on each load to be certain that all of the grain weighed reaches the car.

Truck scales or other scales exposed to the weather "rust" out rather than "wear" out, therefore, shipper should KEEP SCALE PIT DRY by seeing to it that it is well drained and, where possible, it is economy to house the entire scale. A shelter that keeps out the rain, snow and ice will add many years to the life of scale.

Shippers should be entirely satisfied with their system of recording and checking weights. The original record of weighing should always be the permanent record. Cards or other loose slips of paper should not be used for original records.

What about the condition of the box cars you load and send to market?

Does the man who coopers your car know how to select a suitable car?

Does he know that the following conditions make cars unsuitable or unsafe for bulk grain loading?

(a) Cars with inside saturated with oil, creosote, fertilizer, manure or other stench making or unclean substances. Objectionable odors cause loss of "grade" and often bring severe penalties.

(b) Cars with door posts, side posts or end posts loose or broken at bottom.

(c) Cars with leaky roofs.

(d) Cars that can be made grain-tight ONLY with so-called heavy or rip track repairs.

Does the cooper know that where outside sheathings are loose they are to be fastened if the car is to be accepted for grain loading? That all cracks in sides and ends or floors must be stopped up securely and that such cracks are usually found at the junction of body braces, at loose or short floor boards, or at "last" floor boards, also along side and end posts?

Does he know that all cracks in the grain doors or between the grain doors must be stopped up and that reinforcements must be applied to assure sufficient strength in grain door barricades. The correct method to apply reinforcing doors is horizontally and to nail them only at their upper edges. Ten or twelve penny nails are long enough to securely fasten grain doors to the door posts. Spikes should never be used.—J. A. Schmitz, Weighmaster, Board of Trade, Chicago.

A royal commission to study the entire marketing of Canadian wheat will be recommended by the special com'te of the House of Parliament investigating wheat marketing.

### New Officers of National Grain Com'ite

At a meeting of the Grain Com'ite on National Affairs held at Chicago, Ill., June 17 the following officers were elected for the ensuing year:

Chairman, Orrin S. Dowse, Chicago; sec'y, Fred H. Clutton, Chicago; vice pres., Frank A. Theis, Kansas City, Mo.

Governing com'ite: Robert P. Boylan, C. D. Sturtevant, John E. Brennan, Mr. Dowse and Siebel C. Harris, all of the Chicago Board of Trade; George B. Wood, Buffalo Corn Exchange; G. A. McNabb, Chicago Open Board of Trade; W. R. McCarthy, Duluth, Board of Trade; George E. Booth, Grain and Feed Dealers' National Ass'n; W. B. Lathrop and Mr. Theis, Kansas City Board of Trade; E. J. Grimes and James G. Wyman, Minneapolis Chamber of Commerce; F. T. Buchanan, Omaha Grain Exchange; H. H. Dewey, Peoria Board of Trade; J. H. Caldwell, St. Louis Merchants' Exchange; James Norris, New York Produce Exchange, and Edward La Budde, Milwaukee Grain and Stock Exchange.

### Concrete Storage Added to Quaker Oats Plant

By replacing one of its old wooden elevators of cribbed construction with a fireproof house of reinforced concrete on the same site, the Quaker Oats Co. effected a great improvement at Cedar Rapids, Ia., in the fire hazard, obtained better facilities for weighing grain in inventory and gained up-to-date storage.

The extensive Cedar Rapids plant already was well equipped with handling facilities and for weighing grain in and out, but additional fireproof storage is always welcome and the weighing facility of the new addition will permit weighing up the grain in the several other elevators without interference with their normal operation.

By utilizing the belt conveyors that carried grain to and from the 35-year-old house that was demolished the engineers made it unnecessary to provide the new storage with receiving and shipping facilities except for emergency use. Another economy was the retention of the concrete foundation piers and the basement walls, which were on bedrock to support the new construction. In the successful dovetailing of the new storage and head house into the general scheme of the vast pre-existing plant the builders found it necessary to exercise the utmost engineering skill to adapt the means to the end and at reasonable cost.

The Quaker Oats Co. removed the electric motors and some equipment of value from the old house and then contracted with the John S. Metcalf Co. to take down the building and sell the lumber. This was done in a careful manner so that the lumber realized a very considerable sum.

It is impossible to convey to the reader an adequate conception of the numerous grain elevators built near the Cedar River from time to time in the development of the Quaker Oats Co.'s great industrial enterprise. Suffice it to say that the recent addition here described receives its main supply of grain from Elevator "G" over the same 42-in. belt conveyor.

(Concluded on page 504)



Orrin S. Dowse, Chicago, Ill., Chairman National Grain Com'ite



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Burke, S. D., June 19.—Dried out.—George Torrence.

Bryant, S. D., June 18.—Prospects for small grain fair, the getting dry.—G. M. Thompson Elvtr.

Delphos, Kan., June 17.—The wheat is good and looks like 20-25 bus. per acre. Acreage is about normal.—Lord Grain Co., C. L. Cain, mgr.

Triumph, Minn., June 18.—All our crops look good. Plenty of moisture and everything is jumping.—Farmers Elvtr. Co., James Meehan, mgr.

Beverly, Kan., June 20.—Just starting combines. Looks like wheat will make 18-30 bus.; good quality; acreage 90% of normal.—M. Chamberlain.

Farmers City, Ill., June 15.—This territory needs rain. A great deal of our corn was replanted and we still have many poor stands.—Grady & Grady.

Cedar Point, Kan., June 16.—Wheat in our locality is looking fine. Harvest will start latter part of coming week.—Brunner F. & F. Mill, per Arnold Brunner.

Urbana (Spiritwood p. o.), N. D., June 19.—Crops are all shot here. Doubt very much if there will be a bushel of grain hauled into an elevator in this territory.—W. F. Hobert, mgr., Co-op. Elvtr. Co.

Laurel, Neb., June 3.—This is a corn and oat farming country and everything is looking very good as we have had a lot of rain and good growing weather. There will be no fields plowed up here.—B. H. Bell.

Ocheltree, Kan., June 18.—About same acreage of wheat as last year; none plowed up; condition very poor, about 50% of a crop; 10% larger acreage of oats. It is very dry. Oats will be very short.—C. H. Mossman.

Springfield, Neb., June 17.—Wheat short heads and ripening too fast. Oats short and some fields will make only hay. Corn very small for this time of year, but good color. We need a good, slow two-inch rain.—Mueller Fuel & Grain Co., C. J. Mueller.

Spokane, Wash., June 14.—Harvest of 75,000,000 bus. of wheat is estimated for Washington, Idaho and Oregon, on basis of recent improvement because of rains. Stocks of wheat still in farmers' hands are estimated at about 10,000,000 bus.—F. K. H.

Oakley, Kan., June 19.—Growing wheat in very good condition; average yield will be 10 to 30 bus. per acre. Row crops have enuf moisture for about 2 weeks, subsoil in very good shape. Farmers have a larger yield this year with only about 10% loss due to dust.—Wheatland Elevators.

Chicago, Ill., June 19.—From Glasgow to Grenada, Mont., embracing over ¼ million acres of wheat, 20% will not be harvested, 50% will make a maximum of 3 to 4 bus. an acre and 30% a maximum of 12 to 15 bus. From the Montana line for 160 miles in northwestern North Dakota seed bed is the likely maximum average.—R. O. Cromwell, statistician, Lamson Bros. & Co.

Ordway, Colo., June 6.—There was no acreage of small grain in this district last year. There is possibly 4,000 acres barley, oats and some wheat in the county of Crowley. The corn acreage is at least one-third more this year, also a large acreage of maize; possibly 25% increase. Our irrigation supply is A-1 this year, plenty of water in sight to complete the crop.—Gray Seed & Feed Store, D. A. Kasper, mgr.

Winchester, Ind., June 9.—While southern Indiana isn't much of an oats section, on a trip just completed we saw a good stand, and the best prospect we have seen for three years. This is remarkable, considering the light quality of oats sown this spring. Many of the oats sown were very light weight—only around 24 to 27 lbs., a few as heavy as 30 lbs. to the bushel.—Goodrich Bros. Co., P. E. Goodrich, pres.

Bennett, Ia., June 11.—Corn retains its green, vigorous color. Ground clean, and recent rains have given sufficient moisture for some time to come. Wheat and barley heading. The cool nights are great for small grain.—J. H. Phelps, with Buttolph Grain Co.

Decatur, Ill., June 13.—Condition of corn is variable; some fields just showing above the ground while others are a foot in height. Only the very early planted fields look as they should, still some replanting. Damage from cut worms has been the heaviest in years. Cultivation of the crop is well in advance of usual. The crop averages about 85% of a full stand.—Baldwin Elevator Co.

Mitchell, S. D., June 14.—South from Fargo thru western Minnesota to Ortonville wheat shows spotted from drouth and needs rain this week. If not, condition will become serious; but from Ortonville south to Pipestone to Sioux Falls, S. D., and here, as well as all southeastern portion of South Dakota all crops fair average to above.—H. C. Donovan, statistician for Thomson & McKinnon.

Chicago, Ill., June 19.—From Clyde to the Red river and south to Drayton, N. D., wheat is very spotted and best sections look like only half a crop. Light seed is showing up in a weak and poorly rooted plant with a lot of it failing to germinate. The Red river valley on the Dakota side has spotted prospects, with some good fields. North into Minnesota to North Cote crops are much better and have fair to very good prospects.—E. H. Miller, statistician, James E. Bennett & Co.

Gruver, Tex., June 4.—No grain of any description was grown in this section last season on account of the severe drought and dust storms. 65% of wheat acreage was abandoned this season, the remaining wheat is 40% of normal but late and final outcome is problematical. About 30% of abandoned wheat land will be sown to sudan, 30% to hegar, maize and other row crops, and the remainder summer fallowed. Rain in this area in May was ten inches and the season is the best in years.—Dan Shrader, mgr., Kimbell Milling Co.

Washington, D. C., June 10.—Conditions June 1 were, wheat, winter, 66.7; spring, 66.9; durum, 60.8; oats, 74.5; barley, 75.3; rye, 63.2; hay, 75.2; compared with 74.2, 85.2, 84.4, 84.4, 84.3, 84.2, and 77.6, respectively, a year ago. The indicated production of winter wheat is 482,000,000, against 433,000,000 bus. in 1935, and of rye 33,400,000, against 57,900,000 bus. a year ago. Barley stocks on farms June 1 were 66,433,000 bus. and of rye 15,850,000 bus., against 14,706,000 bus. barley and 2,827,000 bus. rye a year ago.—U. S. Dept. of Agriculture.

Toronto, Ont., June 9.—The condition of fall wheat and fall rye at the first of June was reported as 95% of the long-time average, and present prospects point to a normal yield. Spring grains, altho seeded late, germinated well, and the condition of spring wheat, oats, and mixed grains, at the first of June, was reported at 92% of the long-time average as compared with the 93% at the same date in 1935, and a slightly lower figure in 1934. Barley suffered temporary injury from frost in some localities, and has not made as good growth as the other spring grains.—S. H. H. Symons, statistician and economist.

Minneapolis, Minn., June 17.—The Pacific Northwest States, including most of Montana, have bright prospects for a splendid spring wheat crop due to generous rains. The same is true of most of Minnesota, Wisconsin, Iowa and Nebraska, also Colorado and Utah, where the spring wheat has shown remarkable improvement during the past two weeks. The only poor spot is the Dakotas. Central and southern North Dakota, with practically the whole western two-thirds of South Dakota, are in very poor condition. A few sections in south-central South Dakota are good, also the eastern section where generous rains have improved the crop. The same is true of the northern section of North Dakota and along the extreme eastern border of the Red River Valley. The situation in the south half of North Dakota is becoming critical, extending into west-central Minnesota, where drouth with hot weather and strong winds have reduced the prospects to a near-failure in many places. Even with generous rains this section will not be able to produce much more than rough feed for live-stock. It is a most discouraging situation, but we feel that rain in the near future will make a vast improvement.—T. R. Shaw, editor Cargill Crop Bulletin.

Fargo, N. D., June 17.—Wheat in northwestern North Dakota still holds up its promise of a week ago and if all goes well from now on it can make three-fourths of an average crop. This condition drops somewhat coming east from Fargo to Devils Lake, then better to an average to above around Grand Forks and south to Hillsboro where it shows spotted from drouth, light in some fields but heavy in others right up to the Red River needing rain badly. Hoppers less numerous in northern section of state than they are on southward and into South Dakota where they are now becoming large enough to do serious damage.—H. C. Donovan, statistician, Thomson & McKinnon.

Helena, Mont., June 15.—The crop outlook, which up to June 1 had been declining, was greatly improved by the beneficial rains occurring during the first week of June to date. Conditions in the north-central and south-central parts of the state, where crops were reported as deteriorating during the latter part of May, show the greatest improvement. Grasshoppers and Mormon cricket outbreaks are reported in the Southeastern area, and the condition is critical. June 1 condition of winter wheat of 57% of normal indicates a production of 8,503,000 bus. and compares with 10,469,000 bus. in 1935. A condition of 76% of a normal of spring wheat compares with 89% a year ago.—U. S. Dept. of Ag.

Decatur, Ill., June 20.—Dry and hot. The mercury climbed to 99, which is a record here for this early in June. With rainfall far below normal, the prospect of a drouth again this summer is beginning to grip this part of the state. Wheat harvest is getting under way in the southern area; beginning to turn in central part. Will start harvesting here last of the month. Early planted corn has a good color, is well cultivated and ranges from knee to waist high. The best fields have been laid by. The late corn and that which had to be replanted is not doing so well. In many localities there has not been a soaking rain since corn was planted. While damage is not severe as yet, conditions will change rapidly unless rains come soon. Oats generally are poor. First alfalfa mostly cut. Are now cutting clover, with some complaint of a short crop. Much timothy is poor. Pastures are showing the lack of rain. Early soybeans are doing well, late sown slow in germinating. More beans to be planted as soon as it rains.—Baldwin Elevator Co.

Columbus, O., June 11.—Cool, dry weather during the greater part of May, with precipitation amounting to only about one-half of normal, retarded the growth of field crops in most sections of Ohio. Poor seed and insufficient moisture after planting caused many poor and irregular stands of corn, necessitating much replanting. A winter wheat crop of 32,688,000 bus. was in prospect on June 1, compared with 42,343,000 bus. in 1935. Despite the retarding of growth by dry weather, the June 1 condition was 73%, or two points higher than on May 1. Indications pointed to an Ohio rye crop of 572,000 bus., in comparison with 1,320,000 bus. harvested in 1935. Condition was 77%, compared with 89% a year ago. Oats condition was 76% of normal, compared with 79% a year previous. In general, the early plantings look much better than the late. Condition of spring wheat was 71%, compared with 85% a year ago. Barley condition was reported at 78%, compared with 82% a year previous.—U. S. Dept. of Ag. and Ohio Ag. Exp. Sta.

Winchester, Ind., June 19.—We had a wonderful rain last night and the whole earth looks thankful this morning. The grass is greener and the farmers come in, smiling, telling us their corn is all right now. Corn all the way from three inches to knee high. I believe 75% of the corn in eastern Indiana will be more than or nearly knee high by July 4. A lot of poor seed corn was used this year. I never remember seeing corn fields as clean of weeds and grass as they are now. It is in an almost perfect state of cultivation. While some of our oats and clover fields are infested with weeds, they don't seem to be in the corn fields. Some of the corn is laid by, and farmers are sowing soybeans, alfalfa and sweet clover in the corn and it makes pasture in the late fall and winter. We heard last week of a little black rust in wheat. One farmer told us it was in this county. We got out a letter to our elevator managers asking for a report on the rust in the wheat fields. The 100% we have heard from all predict a good wheat crop in eastern and central Indiana.—Goodrich Bros. Co., P. E. Goodrich, Pres.







## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Ocheltree, Kan., June 18.—No old wheat or oats worth mentioning in farmers' hands.—C. H. Mossman.

Crawfordsville, Ind., June 11.—Some old corn to move in this section, but other grains are practically cleaned up.—Crabbs Reynolds Taylor Co., Harold L. Gray.

Oakley, Kan., June 19.—No doubt the farmer will have to sell most of every crop he raises in order to pay his debts for the past several years, keeping just enuf for seeding purposes.—Wheatland Elevators.

Stockton, Cal.—With European buying on the uptrend, Stockton launched the second half of its heavy annual barley shipping season late in April when the British S. S. Jevington Court sailed directly for Dublin from this port with a full 8,000-ton cargo of malting barley.

Duluth, Minn., June 19.—Grain is rolling in here from the country in a steady and substantial volume. Receipts are showing fully as well if not better compared with the healthy movement during May. Buying power has improved and cash offerings are moving comparatively free at the going price basis now effective. Top grades of choice wheat, both spring and durum, command high premiums, while the medium and lower quality are selling at graduated limits.—F. G. C.

Duluth, Minn., June 19.—Boats have largely gone into carrying iron ore and coal, thereby causing a scarcity in vessels to haul grain. Rate on wheat to unload Buffalo has stiffened, quoted 2½, but shippers are reluctant to advance bids unless absolutely necessary to get tonnage. Of the present 14,000,000 odd bus. now held in elevators here, one-half runs to oats, with wheat following and coarse grains trailing.—F. G. C.

Kansas City, Mo., June 13.—The first car of new wheat to reach this city arrived today, beating last year's record by nine days. The grain came from Kiowa, Kan., and graded sample hard because a portion of the car contained heating 58 lbs. wheat with 17.7% moisture. Otherwise the wheat was No. 2 hard, 59.7 lbs. 14.3% moisture. Protein content was 13.85%.

St. Louis, Mo., June 22.—St. Louis received its first car of new crop wheat today. It was from Bernie, Mo., shipped over the Cotton Belt R.R., graded No. 2 red winter, 58½ lbs. test weight per bu., 9.4% moisture. The car was handled by Mullally-Evans Co., and was sold at auction to Continental Grain Co., at \$1.03¼ per bu.

St. Louis, Mo., June 22.—St. Louis received its first car of new crop wheat today. It was from Bernie, Mo., shipped over the Cotton Belt R.R., graded No. 2 red winter, 58½ lbs. test weight per bu., 9.4% moisture. The car was handled by Mullally-Evans Co., and was sold at auction to Continental Grain Co., at \$1.03¼ per bu.

## Oats Movement in May

Receipts and shipments of oats at the various markets during May, compared with May, 1935, in bushels, were:

	Receipts		Shipments	
	1936	1935	1936	1935
Baltimore	34,867	108,712	.....	.....
Boston	23,600	132,543	.....	.....
Chicago	1,876,000	1,391,000	2,884,000	413,000
Cincinnati	106,000	76,000	38,000	56,000
Duluth	524,315	3,998	2,141,353	528,752
Ft. William	657,751	92,304	2,611,023	1,259,464
Ft. Worth	24,000	30,000	50,000	16,000
Indianapolis	298,000	162,000	310,000	234,000
Kansas City	312,000	110,000	490,000	108,000
Milwaukee	54,240	110,740	195,300	156,160
Minneapolis	1,361,980	478,580	1,389,670	601,400
New Orleans	13,963	232,392	9,515	322,273
New York	58,550	102,650	2,000	163,000
Omaha	268,000	328,000	443,000	332,532
Peoria	212,000	58,000	184,000	62,000
Philadelphia	24,096	44,651	.....	.....
St. Joseph	198,000	186,000	220,000	18,000
St. Louis	764,000	410,000	547,450	230,341
San Francisco	11,500	15,300	.....	.....
Seattle	140,000	10,000	.....	.....
Superior	170,209	4,213	1,334,647	132,818
Toledo	1,133,215	129,150	738,470	145,395
Vancouver	288,905	138,166	419,328	429,515

## Barley Movement in May

Receipts and shipments of barley at the various markets during May, compared with May, 1935, in bushels, were:

	Receipts		Shipments	
	1936	1935	1936	1935
Baltimore	11,553	5,896	.....	.....
Chicago	752,000	572,000	338,000	174,000
Cincinnati	4,800	4,800	.....	.....
Duluth	457,344	573,845	1,220,828	410,358
Ft. William	1,207,843	209,910	2,884,931	1,384,253
Ft. Worth	.....	2,800	.....	1,400
Kansas City	84,800	8,000	27,200	9,600
Milwaukee	1,766,440	1,311,658	336,675	555,770
Minneapolis	2,348,550	995,464	2,232,930	1,282,860
New Orleans	2,800	.....	2,800	.....
Omaha	187,200	.....	178,955	.....
Peoria	305,200	291,200	145,600	116,200
St. Joseph	19,250	.....	17,500	.....
St. Louis	219,200	155,200	101,000	37,321
San Francisco	407,000	237,000	.....	.....
Seattle	22,400	.....	.....	.....
Superior	146,342	310,555	664,298	210,682
Toledo	3,600	76,265	.....	55,065
Vancouver	9,210	17,652	3,985	127,412

## Corn Movement in May

Receipts and shipments of corn at the various markets during May, compared with May, 1935, in bushels, were:

	Receipts		Shipments	
	1936	1935	1936	1935
Baltimore	63,669	77,559	.....	.....
Boston	700	1,100	.....	.....
Chicago	5,139,000	4,142,000	3,725,000	1,445,000
Cincinnati	391,500	42,000	240,000	138,000
Duluth	261,840	35,952	252,006	528,548
Ft. William	4,981	.....	4,973	4,700
Ft. Worth	73,500	373,500	13,500	88,500
Hutchinson	.....	1,500	.....	.....
Indianapolis	1,737,000	723,000	1,780,500	579,000
Kansas City	1,716,000	1,882,500	1,209,000	2,049,000
Milwaukee	585,900	874,899	100,100	392,500
Minneapolis	989,860	432,310	912,570	1,107,580
New Orleans	114,522	153,548	76,322	118,624
New York	312,260	404,500	.....	.....
Omaha	1,994,800	242,200	1,397,920	622,241
Peoria	1,882,000	1,090,000	879,200	473,600
Philadelphia	40,891	30,350	.....	.....
St. Joseph	396,000	298,500	522,000	193,500
St. Louis	1,812,000	792,000	818,800	196,334
San Francisco	4,280	4,280	.....	.....
Seattle	3,000	1,500	.....	.....
Superior	268,280	45,445	250,460	649,529
Toledo	301,250	97,500	210,600	.....
Wichita	37,700	24,700	11,760	7,800

Ottawa, Ont., June 15.—Exports from Canada for 10 months of the crop season, compared with the corresponding 10 months of 1934-35 (figures for which are given second) are as follows: Wheat 180,344,000 bus. and 148,609,000 bus., oats, 9,248,000 and 12,059,000, rye 1,169,000 and 720,000, barley 4,395,000 and 12,989,000.

Ottawa, Ont., June 18.—Canadian wheat in store for the week ending June 12 shows a decrease of 5,299,572 bus. compared with the previous week and a decrease of 48,051,489 bus. compared with the corresponding week in 1935. The visible supply was reported as 151,441,391 bus. compared with the revised figure of 156,740,963 bus. for the previous week and 199,492,880 bus. for the week ending June 14, 1935. Canadian wheat in the United States amounted to 14,503,844 bus., a net decrease of 193,421 bus. from the previous week. There is no United States wheat in store in Canada, but 95,294 bus. were shown at the corresponding date a year ago.—R. H. Coats, Dominion Statistician.

## From Abroad

Alfred Race has been elected pres. of the Hull Corn Trade Ass'n.

A new Corn Exchange building costing £11,500 has been opened at Reading, Eng.

Lithuania has reimposed the export duty of 5 lites per 100 kilos on oil cake on account of a shortage in the domestic supply.

Ireland's Free State had 21,388 acres of wheat when the De Valera government took charge, and this has been increased to 163,473 in 1935.

The Soviet Government will build a grain elevator of 3,500,000 bus. capacity and a large flour mill at Moscow, like the plant erected at Leningrad. A party of milling engineers is touring the United States to learn what equipment will be necessary.

The crack sailing ship Herzogin Cecilie, which went on the rocks in a fog on the coast of Devon, is being salvaged of 4,000 tons of wheat by the Dutch vessels Express and Thea. Arriving from Australia at Falmouth for orders the cargo was sold to millers at Ipswich, to which port ship was en route at the time of the disaster.

The Philippine National Rice and Corn Corporation is understood to have imported about 50,000 sacks of rice by the close of April, and to have purchased a considerably larger amount for importation during May. The rice is to be sold thru regular commercial channels, although some may be distributed thru provincial and municipal treasurers. Profits from the sales of this duty-free imported rice are to be added to the 2 million peso capital of the corporation and increase its facilities for stabilizing rice prices by buying during the harvest season and selling at times of scarcity.

The area planted to wheat in the United Kingdom since the enactment of the British Wheat Act on May 12, 1932, has been increased from an annual average of 1,368,000 acres during the five years ending with the 1932 crop to 1,882,000 acres for the 1935 crop, according to the Foreign Agricultural Service of the Bureau of Agricultural Economics. Production during this period has increased from the average of 44,643,000 bus. before the Act went into effect to 65,445,000 bus. in 1935.

Germany has decided that she cannot produce some farm products as economically as she can import them. But in loosening up her trade barriers she has made trade agreements with countries for agricultural products which in turn would trade for German products. Thus almost overnight the United States has been displaced in the German cotton market by Brazil, Argentina, and Turkey. Because of the United States tariff, Germany has difficulty in obtaining American dollars with which to buy our products, according to Lauren K. Soth, extension economist at Iowa State College.

## Rye Movement in May

Receipts and shipments of rye at the various markets during May, compared with May, 1935, in bushels, were:

	Receipts		Shipments	
	1936	1935	1936	1935
Baltimore	172,160	62,444	.....	.....
Boston	.....	1,100	.....	.....
Chicago	1,221,000	1,395,000	628,000	769,000
Cincinnati	70,000	12,000	56,000	5,600
Duluth	499,832	3,007	1,056,223	298,398
Ft. William	162,083	48,322	1,481,124	.....
Indianapolis	90,000	186,000	66,000	94,500
Kansas City	4,500	24,000	.....	1,500
Milwaukee	46,695	5,660	53,965	1,255
Minneapolis	509,690	109,360	844,890	228,660
New Orleans	1,983	4,996	.....	4,500
New York	99,900	1,700	13,000	.....
Omaha	54,600	.....	66,500	1,400
Peoria	213,200	176,400	30,000	43,200
Philadelphia	.....	334,679	.....	.....
St. Joseph	1,500	.....	.....	.....
St. Louis	70,500	3,000	112,500	3,000
Seattle	64,800	.....	.....	.....
Superior	458,818	8,223	1,019,829	214,288
Toledo	16,800	.....	19,325	1,180

## Wheat Movement in May

Receipts and shipments of wheat at the various markets during May, compared with May, 1935, in bushels, were:

	Receipts		Shipments	
	1936	1935	1936	1935
Baltimore	14,271	7,929	41,376	417,918
Chicago	2,657,000	982,000	1,174,000	1,221,000
Cincinnati	176,000	96,000	268,800	409,600
Duluth	1,325,51	1,580,096	2,915,500	1,532,858
Ft. Wm.	11,332,184	10,216,973	26,358,010	5,783,692
Ft. Worth	105,000	250,600	46,200	200,200
Hutchinson	466,400	709,800	.....	.....
Indianapolis	68,000	77,000	308,000	482,000
Kan. City	1,726,400	1,635,200	3,557,245	1,917,125
Milwaukee	71,279	163,351	58,800	137,200
Min'polis	3,317,720	2,311,400	2,903,230	1,686,030
New Orleans	1,600	4,612	8,996	19,949
New York	853,299	1,469,365	1,157,000	1,928,000
Omaha	498,385	771,914	1,118,750	632,800
Peoria	45,600	91,200	57,600	66,000
Philadelphia	10,329	31,013	31,075	.....
St. Joseph	123,200	76,800	257,600	248,000
St. Louis	922,500	537,200	674,640	828,936
San Fran.	87,333	68,833	.....	.....
Seattle	343,000	551,600	.....	.....
Superior	1,333,705	1,114,559	2,059,016	927,635
Toledo	316,600	105,000	432,155	275,970
Vancouver	5,328,162	3,373,010	5,262,793	5,559,425
Wichita	228,000	618,000	516,000	433,500



# Hoosier Dealers Meet at Decatur

A record crowd gathered at the Decatur Country Club, Decatur, June 18, for what was generally conceded the best Mid-Summer meeting ever held by the Indiana Association. After registration in charge of the Grain Dealers Mutual Fire Insurance Co., the meeting was called to order by Vice-President C. C. Barnes, Winchester, who officiated in the absence of Pres. G. A. Pritchard, who was injured in an automobile accident the previous Monday.

A. R. HOLTHOUSE, mayor of Decatur, in his address of welcome promised to make up what they lacked in tall buildings in good old Hoosier hospitality, and invited the guests to return again in August to join in the town's centennial celebration.

W. D. SPRINGER, Indianapolis, responded.

A. B. PATTON, Chicago, speaking on "Paint from Indiana Soy Beans," delivered an address which is quoted elsewhere in this number.

In answer to questions M. L. Vehon, Chicago, stated that the question of a futures market in soya beans was under consideration by a committee of the Chicago Board of Trade which was giving careful consideration to every angle including potential buyers and sellers, location of stocks on which to trade, delivery point, etc., and would then be put to the members for a vote.

LEW HILL, Indianapolis, explained the work of Uniform Grades Committee on "musty" oats and the change in temperature on moisture test from 180 to 190 degrees. He then presented the following resolutions which were adopted.

## Grading Oats "Sample" Account Odor

Whereas the grain dealers and producers have suffered losses on account of over-emphasis on odors called musty as distinguished from permanent pungent odors, resulting in the oats grading sample regardless of all other factors, and

Whereas, a pungent odor is an evidence of the heat damage, and the matter of heat damage is covered by the rules of inspection forcing all oats to be graded sample in excess of three per cent of heat damage, but other odors may be "temporary and superficial" capable of being removed at small cost, and do not themselves indicate any material cause of damage to value. Now, therefore, be it Resolved that all oats should be graded on their merits and bear the notation of objectionable odor where this is in evidence, but in no case to be graded sample unless there is a permanent pungent odor due to the presence of heat damage in excess of three per cent.

## Grading Appeals by Fresh Sample

WHEREAS in practice in calling a federal appeal from the original inspection the original sample is received by the federal inspector with the fore-knowledge of the original grade, we declare this practice is unfair and tends to confirm error in the original inspection. Therefore, be it Resolved that we urge that these practices be modified in all cases of federal appeal and that new samples be secured and grain be independently graded according to the factors present without comparison with the original findings.

HAROLD L. GRAY, Crawfordsville, chairman of the Transportation Committee, urged the dealers to buy right by proper test, to use their moisture testers and buy on grade and then read his report on transportations as follows:

## The Transportation Pot Still Boils

The "Motor Carrier Act" is full of confusion. Conflicting ideas among Trucking Companies and organizations as to votes, methods, etc., are numerous and far apart. Apparently it is going to take more time to smooth out the wrinkles than was expected.

Elevator Owners are buying more trucks and some have complete fleets to haul their grain instead of shipping by rail. Thousands of bushels of ear corn, shelled corn, and other grains are being delivered to dealer and consumer or from one elevator to another on account of the still existing high freight rates which we have been trying for the past five years to get reduced.

Every state in the Union is reporting annoy-

ance on the one hand and a new and better service on the other from trucks.

A letter a few days ago from Texas stated that the writer had "talked to a trucker who had hauled 60 loads of sudan from the Mule-shoe territory to Southern Oklahoma this year and he is one among many truckers. An ordinary grain man would think 2 million pounds of sudan a big business and this one trucker probably handled 600,000 to 700,000. Some of these days may be the railroads will see the folly of their ways and lock the stables by getting the rates down to where they can stop some of this."

Indiana is using trucks instead of the rails for an enormous tonnage of every kind of freight. Our highways are lined with them and driving an automobile is becoming more hazardous every day. But why shouldn't the trucks gain tonnage and popularity.

The railroads are still contending for high and emergency rates.

On April 7, I attended a hearing at Chicago before Commissioner Aitchison to oppose the continuance of the emergency rates, of which you are all familiar, beyond June 30. The railroads insist these rates must continue even though every bit of testimony given points to the enormous loss of freight tonnage to trucks. No decision has been announced.

Last month a new tariff (94KICC51) which was to become effective June 1st which would open up again the territory from Indiana to the Southern, Southeastern and Carolina territories on grain and flour was suspended.

We took an active part in an endeavor to get the reduction allowed. In a lengthy letter to Secretary McGinty in behalf of the Grain Dealers, we set forth how Indiana Grain Dealers and growers had suffered the loss of business in this territory by reason of unfair competition.

A summary of our petition gave the following reasons for having the reduction:

1st: Indiana wheat is now forced to find other outlets which are unnatural and undesirable.

2nd: The competitive wheat from the Atlantic and Pacific Seaboard and other soft wheats coming into this territory, formerly supplied by Indiana and the Central wheat belt is unethical, not in the public interest, and unreasonable.

3rd: Indiana is a natural soft wheat area and cannot raise hard wheat. It is in close proximity to this Southern territory, the logical market place for its wheat.

4th: The high rates now existing from Indiana to the South territory and the unreasonably low competitive rates via Panama Canal, barge and waterway, is disrupting a wide area, demoralizing the business formerly carried on and jeopardizing the natural and best market of the producers and elevator owners of this central soft wheat belt.

5th: Due also to the high rates, large elevator operators are substituting trucks for railroad cars, to haul their wheat and other commodities. One Indiana dealer has a fleet of thirty and expects soon to have forty trucks. 50% of the grain dealers now have one or more trucks to do their hauling to markets, prohibited by high rail rates.

6th: Unfair competition.

7th: A few of the larger mills in this section are building small mills to use incoming competitive wheat, thereby weakening and destroying the market for Indiana soft wheat.

8th: The situation becomes worse each successive year, and will continue as long as this unbalanced condition exists. In fact, very few cars of our Indiana wheat went into this south territory this last harvest.

An order No. 4208 from the ICC advised that on May 28, 1936, the tariff was suspended and deferred until Jan. 1, 1937.

On June 5, we wired the Secretary of the ICC asking for reconsideration of the decision and again calling attention to our letter but to date have no further word.

So, as we go along, it is quite apparent that long before the railroads and ICC wake up to what is actually going on, the trucks will have made a huge inroad into the movement of freight that will be hard to recover.

After luncheon served at the club, the delegates visited the plants of the McMillen Feed Mills, Central Sugar Co., and Central Soya Co., where twelve expellers were in operation. Each guest was given some soya cake, soya oil and an automatic pencil.

## Afternoon Session

KLING L. ROBERTS, vice pres., American Bituminous Coal Merchants Ass'n, Chicago,

gave an excellent talk on the rising peril to American institutions by organized minorities and urged the dealers to use their association to combat this trend.

It was the expressed wish of the meeting that flowers and a wire expressing best wishes and hope for a speedy recovery be sent Pres. Pritchard, and Sec'y Fred Sale read a telegram from Mr. Pritchard expressing his wish for a successful meeting.

DR. CLYDE WHITE, dep't of sociology, University of Indiana, outlined the purpose and operation of the Indiana Unemployment Compensation Act, and answered questions regarding details of its operation.

Adjourned *sine die*.

ONLY 365 registered at the Country Club, this included about 80 ladies.

EVIDENTLY Decatur has many strong attractions for Indiana grain shippers not previously discovered.

Others from Ohio: W. W. McConnell, Mc Guffey; Sam L. Rice, Metamora; Wm. Vance and Virgil Long, Ansonia.

The annual ball game between the receivers and shippers resulted in a victory for the receivers, 18 to 16.

An excellent banquet was served at the country club with entertainment by the Dacktown Trio and digestion was aided by the hearty laughs brought forth by Charles M. Newcomb, widely known humorist and psychologist, speaker of the evening.

FROM INDIANAPOLIS came Bill Hayward, J. F. Kiefer, Chas. Weirick, Lew Hill, Fred W. Scholl, George Burtoff, John Jordan, H. D. Burge, Ed Shepperd, Otto Larrimore, C. W. Maibucher, F. M. McClelland, and Fred K. Sale.

BUFFALO sent John N. Anderson, Edward McClure, E. E. McConnell and Fred Pond.

JACK McMeen and Bill Tucker of Lamson Bros.; M. L. Vehon and Eugene Kraus, came from Chicago.

HARRY Devore and George Woodman represented Toledo.

GRAIN DEALERS Mutual Fire Ins. Co. was represented by A. E. Leif, R. D. MacDaniel and H. W. Marsh.

Ideal golf weather brought out many devotees of the game.

About 60 ladies enjoyed lunch and cards at the Elks Club.

MACHINERY representatives included B. W. Short of the Sidney Grain Mchry. Co., E. Ripley of Fairbanks-Morse & Co., and J. J. Pollard.

The delegates thruout the convention were guests of Central Soya Co., McMillen Feed Mills, Burk Elevator Co., Central Sugar Co. and Clover Leaf Creamery and the hosts were acclaimed on all sides as dispensers of good old fashioned Hoosier hospitality.

MICHIGAN sent Edgar Steck and W. D. Martin of Three Rivers.

OHIO dealers in attendance included F. W. Duncan, Metamora; E. W. Loy, G. E. O'Brien and Geo. O'Brien, Greenville, and R. W. Dachsteiner, H. F. Dachsteiner, Bryan, O.; C. F. Marsh, Piqua, O.

## In Attendance at Decatur

Among those registered were: S. J. Alexander, T. H. Beeson, Rider Freeman, Harold L. Gray, Mark Hersherberger, N. R. Shaw, G. R. Straub, Crawfordsville; Ed Bash, C. G. Egly, H. D. Egly, Gene Floyd, V. L. Forbing, M. Kraus, Sam Kraus, D. W. McMillen, Avery Dodge, R. P. O'Brien, Joe Seabold, O. W. Seibert, C. V. Smith, E. T. Schele, Fort Wayne.

Leo Hanni, D. L. Habegger, Victor Stuckey, Wilbert Staley, Berne; Joe Barr, John Barr, J. M. Walker, Bicknell; A. S. Thorpe, E. E. Smith, H. F. Keplinger, W. W. Brown, Warren; D. J. Abolt, J. J. Borders, Amiel Carlson, F. E. Jones, Boswell; C. L. Ankerman, A. G. Lamb, Amboy; Joseph Abraham, Walter G. Einspahr, George Koplin, John Lindermer, H. Boyd Wason, North Hayden; W. R. Beck, H. W. Reimann, Shelbyville.

C. C. Barnes, Wm. Hogg, Winchester; G. B.



# Missouri Tradesmen Join to Fight Truckers

Adams, John Jackson, Gar Jackson, Hagers-town; K. E. Beeson, J. E. Francis, Lafayette; W. E. Bechdol, Owen A. Dutches, A. D. Shirley, Walton; W. D. Adams, Elizabethtown; C. J. Bahler, Galveston; Leslie Conarroe, Frankfort; Niles Gooding, J. R. Holland, Herbert Kinsley, Frankton; C. H. Bowen, Willshire; R. C. Fetz, Waterloo; T. Hoppes, John D. Kieffer, Elwood; Robt. Breitwieser, Holland; Royal D. Clapp, Columbia City; Frances Cartwright, M. L. Stanley, Cyrus Harter, Honey Creek; M. Chase, Goldsmith; W. A. Gray, Kirkpatrick; F. E. Dowling, L. L. Scotland, Anderson; John Ensinger, Pershing.

E. E. Elliott, A. K. Murray, Muncie; D. I. Durbin, Lincoln; Everett Dunn, Syracuse; W. Darnall, Coatesville; Russel Davis, Tipton; Guy F. Davis, Lebanon; L. E. Greenwood, Rensselaer; Cliff Gottman, Earl Rose, Rushville; Carl Hogle, Wm. Kizer, Dunreith; Chas. Reeves, Charlottesville; W. A. Stock, R. O. Naylor, Modoc; Wm. Shirley, Blountsville; W. P. Simison, D. P. Simison, Romney; Kenneth Snyder, Yoder; Clarence Peters, Joe Hamlin, Portland; W. F. Hagen, Chalmers; J. M. Hanna, Willow Branch; Lowell Hutchinson, Arlington; H. O. Rice, Huntington.

Don B. Jenkins, Noblesville; M. E. Kendall, C. C. Major, Carmel; C. Keyes, Fortville; Frank Pyle, Van Buren; L. E. Lake, Colfax; Ross Lockwood, Keystone; C. G. Lindsay, Kimmel; E. C. Walker, Alfred Levy, New Haven; H. A. McVey, Atlanta; C. B. McBane, Maxwell; Joe Martin, Geneva; George Metzger, Argor; Wm. F. Meyers, Preble; Chas. Northline, Union City; D. M. Musselman, Barnettsville; Chas. Smallwood, La Fontaine; A. W. Snyder, Bluffton; Paul Strock, Hudson; C. W. Shuman, Logansport; O. E. Powell, Raub; Verl Pierce, Mooreland; Fred Paul, Spiceland; B. E. Page, Mellot; W. W. Pearson, Westpoint; Walter Penrod, So. Whiteley; Clay Syler, No. Manchester; A. O. Thomas, O. M. Thomas, Marion; J. G. Wagner, Monterey; R. G. Walter, Spencerville; C. T. Wilson, Sulphur Springs; L. L. Wallace, Taylor Wyatt, Sheridan; W. S. Wisehart, Millville; J. F. Witte, Hoagland; Joe White, Montpelier; O. D. Way, Liberty Center; H. L. Wells, Yorktown; G. W. Woodward, Tocsin; J. R. White, Shideler; and Jno. Floyd, Monroe.

A coal dealer of Columbia, Mo., does not have to argue with patrons that his coal is best. Instead of selling them coal he sells heat, putting in an automatic stoker. He selects the coal and his men tend the fires and remove the ashes.

## Small Speculator Important Market Factor

"Small speculators play a most important part in the merchandising of the Nation's grain," says a report just published by the Grain Futures Administration of the United States Department of Agriculture.

"According to the report . . . nearly one-half of the speculative long accounts in Chicago wheat and corn futures (on the date of the analysis) were held by speculators with less than 5,000 bus. each and more than 90 per cent of all traders with speculative long accounts in either grain had less than 25,000 bus. each.

"Nearly 600 occupations and occupational subdivisions were represented among the 18,364 traders in the Chicago futures market at the time of the survey, the list of vocations running alphabetically from abstractor to yeast maker. Farmers ranked first in point of number, 1,492 having wheat futures accounts and 1,047 corn futures. Housewives were second with 802 wheat and 496 corn accounts.

"Every State in the Union, Canada, Europe, and the Orient were represented by traders in the Chicago futures market. China ranked first and Canada second in point of number of foreign accounts. Eighty-eight per cent of all wheat accounts and 89 per cent of all corn accounts were speculative.

"Speculators were predominantly long and hedgers predominantly short, approximately three-fourths of all long contracts in both wheat and corn being held by speculators with approximately four-fifths of all short accounts held by hedgers."

The conditions revealed by the report completely discredit the false charges made frequently by politicians and so-called farm leaders that trading in future contracts for the delivery of grain is controlled by a few speculators.

Prompt to express their support, members and officials of ass'ns of the seed, lumber and hay trades sent delegations to the 3rd annual convention of the Missouri Grain Dealers & Millers Ass'n held at Jefferson City, June 18.

During the two business sessions these trades expressed their convictions that itinerant truck merchants should be forced by legislation to conduct their businesses in a responsible fashion, giving full weights on the products and commodities they bought or sold, meeting their obligations, protecting their sources of supply and their customers with bonds and insurance, and contributing a fair share to the support of local and state governments thru the payment of taxes. To accomplish this purpose these tradesmen assured the Missouri Grain Dealers & Millers Ass'n that they would support its demand for truck legislation, designed to protect the citizens of Missouri, and place the itinerant merchants on a comparable competitive footing with established local dealers.

The early part of the morning was given over to registering of delegates in the lobby of the Missouri Hotel, where friends gathered to talk over trade problems.

Registration was conducted by Robert J. Munn, of the Grain Dealers National Mutual Fire Insurance Co., which supplied the attractive convention badges.

Business sessions were conducted in the assembly hall of the Public Library, half a block from the hotel.

## Thursday Morning Session

PRES. H. H. GREEN, Pattonsburg, presided at the opening session.

Invocation was pronounced by Rev. Edward Bruemmer of Jefferson City.

HON. MEANS RAY, mayor of Jefferson City, warmly welcomed the delegates to the city.

PRES. GREEN delivered his annual address, saying:

## Pres. Green Demands Payment of Sales Tax by Truckers

This ass'n is organized and ready to attempt solution of any problem with which the grain dealer is confronted. It can accomplish results impossible to the dealer alone. Every grain man in Missouri should be a member.

The state sales tax on feed should not be paid by farmers. The farmer buys feed for livestock, which is sold to packers, and processed for resale thru grocery stores and butcher shops at retail. Applying the sales tax to feed results in the sales tax being collected TWICE on the same article. Practically no other state that collects a sales tax applies tax on feed. We have arranged for a Supreme Court decision on this matter as soon as possible.

In a majority of cases trucker competition, which sells grain and feed to farmers direct, does not pay the sales tax. By evading the tax the truckers are able to undersell the grain dealer  $\frac{1}{2}$ ¢ per bushel, or get that much extra profit. This difference in price is enough to turn the trade their way. If this ass'n wins the decision, membership dues can be paid out of the resulting profits on only a few loads of corn.

This ass'n believes that farmers should not be required to pay a sales tax on feed. But if they must pay it on grain but from the established grain man the trucker competition should be forced to collect the tax also. We are sure the state auditor's office would welcome reports from regular grain dealers on truckers who are known to be selling grain direct to farmers without payment of the tax.

Our ass'n is working closely with the Associated Southwest Elevators and we feel confident that benefits will result from the combined effort. Trucker competition is bankrupting our railroads, our largest taxpayers, is closing many country elevators and affecting the business done by terminal markets.

Trucks are here to stay. Most of us use them. Yet we feel that unregulated itinerant truckers, who practice unfair business methods, have no

place in the grain business. He pays little, if any, tax, is here today and somewhere else tomorrow, buys his truck on the time-payment basis (and if he is fortunate enough to keep it until it is paid for he is the exception); brings grain into our communities, getting a big price when he first arrives, if he can, and if he does not sell in a few days, reduces his prices in order to get unloaded, thereby disrupting the local market until it is difficult for the established dealer to get a fair price on what he may have to sell. This is the trucker the association is seeking to eradicate.

If not regulated, the itinerant trucker will eventually ruin all small town merchants, grocerymen, lumber dealers, clothing merchants and coal dealers. He must be regulated before it is too late. After the small town merchants are crippled it will be impossible to sell the store buildings they occupy and homes will lose their value. Higher taxes will be required to maintain the present standard of schools and public properties. The itinerant trucker should be a concern of every taxpayer, especially in the small towns.

Some have suggested that dealers get into the trucking business and fight this evil with its own weapons. Our firm has five trucks, quite indispensable in caring for our local trade. If we can make them pay their expenses we consider ourselves fortunate. To buy trucks to bring in our own grain is impractical when the tramp trucker is likely to sell his cargo for less than the price of gas and oil for his round trip, leaving nothing for labor and depreciation. With this kind of competition it would be a mistake to haul one's own grain 200 or 300 miles, as most truckers do. Right or wrong, we have found, in our business, it is better to buy from truckers and either place the grain in elevators or deliver it directly to the farmer, sending one of our own men along to see that the grain runs the same and to look after our interests until the grain is in the customer's bin. We prefer to handle grain by rail but we cannot meet competition by buying rail corn. We are forced to handle it as we do or not handle it at all.

The railroads are asking our support for the Pettengill bill now before Congress. This bill has been passed by the House by a vote of 215 to 41 and is now before the Senate. The long-and-short-haul clause of Section 4 of the Interstate Commerce Act restricts the railroads in their attempts to meet truck competition. This clause provides that rail rates to any point may not be lower than those to a less distant point on the same route except in a limited class on special authority from the Interstate Commerce Commission. The Pettengill bill seeks to repeal the long-and-short-haul clause.

I feel that this ass'n should give its full support to this bill, which may not pass at this session of Congress but will be brought up again next year.

SECY A. H. MEINERSHAGEN, Higginsville, reported on the activities of the ass'n, and its finances during the year.

## Sec'y Meinershagen Demands Relief from Tax on Feed

I am pleased to report an increase in our membership of 64 during the last year. This increase was due to having a man in the field selling our organization to the grain trade, showing the trade the benefits and the necessity for our organization.

**Sales Tax.**—Our organization contends that the country elevators should not be required to collect the 1% sales tax on feed when sold to a bona fide feeder of live stock, when this feed is fed to produce a product for the market. Our contention is that this feed is sold for resale. Very few states are charging a tax on feed. We have asked the Missouri Farm Bureau Federation for their support and they have agreed to co-operate in filing suit to have this tax exempt. Papers are being prepared by the attorneys of the Missouri Farm Bureau Federation and suit will be filed in the next session of the Cole County Circuit Court. If necessary, the case will be carried to the Supreme Court, asking that the law be modified and that feed be exempted from the sales tax. We hope for a favorable decision, which will help the livestock feeder, dairyman and poultryman. Your ass'n will pay the court costs and the Missouri Farm Bureau Federation will pay the costs of the attorneys.

**Truck Evils.**—Realizing that something must be done to combat the itinerant trucker, the Associated Southwest Country Elevators called a meeting at St. Joseph last January, which your secretary attended. We realize that some definite legislation must be passed to regulate the trucks and that the truckers should help keep up the expense of highways by which they bene-



fit. We feel that the railroads should make some reduction in freight rates.

The Commodity Exchange Bill has become a law in spite of opposition from the grain trade. The measure extends to commodity markets, with the exception of cotton, supervisory powers similar to those now exercised over securities exchanges by the Securities Exchange Commission.

#### Financial Statement

Receipts	
Balance in Bank, June 1st, 1935.....	\$ 127.03
Membership dues .....	820.00
Directories sold .....	42.00
Advertising of 1935 Directory.....	20.00
Sales Tax Campaign Fund.....	294.00
	<b>\$1,303.03</b>
Disbursements	
Sales Tax Campaign expense.....	\$ 94.99
Directories and advertising collected by secretary .....	62.00
Sec. com. on memberships.....	146.00
President's traveling expense.....	26.00
Secretary's traveling expense.....	37.80
Grain & Feed Dealers National Ass'n dues .....	25.00
Office expense (stenographer).....	34.00
Stationery .....	40.58
Stamps .....	91.73
Telephone and telegraph.....	22.76
Soliciting members .....	251.00
Balance in bank.....	471.17
	<b>\$1,303.03</b>

PRES. GREEN appointed the following committees:

**NOMINATING:** Walter Pollock, Mexico; Guy Goode, Centerview, and F. E. Robinson, Palmyra.

**RESOLUTIONS:** Forest W. Lipscomb, Springfield; M. B. Lusk, St. Louis, and Art Mann, Clinton.

**AUDITING:** Geo. Klingenberg, Concordia; H. M. Tully, Hamilton, and F. J. Sommers, St. Louis.

H. L. BOUDREAU, St. Louis, delivered an address prepared by John Ballard, covering the condition of the wheat crop the world over, and market possibilities. "We are entering the new wheat movement with the healthiest situation that has existed in this country for a decade, internationally for a longer period," he said. "The world's supply and demand is so well balanced that prices are fluctuating with the condition of the crop in the Northwest and in Canada." His address is published in detail elsewhere in this issue.

#### ITINERANT TRUCKERS

FRED CHAMBERS, Concordia, who has been appointed a field sec'y of the ass'n, opened the discussion on itinerant truckers. He said: "The biggest menace confronting the grain dealers and millers of Missouri and surrounding states today is the tramp trucker. Conducting his business on wheels, frequently having no established home, the tramp trucker

merrily goes on his irresponsible way, cutting out the established trade at both ends of a haul. Existing laws are inadequate to control the tramp trucker and protect producers and consumers from his mal-practices.

"Many elevators in Missouri have been boarded up because the tramps have demoralized their business, and consumers in the communities they serve have suffered in that they must now depend upon trucks whose comings and goings fluctuate with the weather. Many more elevators in the state are simply existing thru the same cause, carrying insufficient stocks of grain and feed to supply half a dozen cows for a week.

"Correction of this condition must be by legislation. To obtain legislation the trade must organize 100 per cent. More than half of the grain business in Missouri is now done by trucks and over half of these trucks evade the 1 per cent sales tax applicable on retail sales. This organization proposes to present corrective legislation to the law-making bodies of this state. Prior to and during such proposal this legislation will require your support. The time to work on legislation is during the formative stage.

"The need for legislation is manifest in the schemes used by itinerant truckers to defraud both buyers and sellers of grain and feed. Concealed tanks on the trucks, filled with water, sacks filled with rocks or sand instead of grain, there are as many fraudulent schemes as mentalities among the itinerant truckers. These are the fellows who are taking the cash business, the only profitable business the local merchant has.

"A good example of the kind of frauds perpetrated upon the buyers by itinerant merchants is in the case of a trucker named Thompson, who dealt with Mr. Nixon at Ionia. The trucker delivered to Mr. Nixon a load of ear corn along with a scale ticket from a weighing station at Marshall calling for 247 bu. When Mr. Nixon shelled the corn he found that the load shelled out only 187 bushels. This placed Mr. Nixon on his guard. When the trucker returned a few days later with a 148 bu. load and a scale ticket from the same place, Mr. Nixon followed thru with an immediate trip to Marshall's city scale. The weighman informed him that the corn had never been weighed at that point, that the station had suffered theft of a bunch of its scale tickets and that apparently the stolen tickets were being used for fraudulent purposes. Mr. Nixon went home.

"A few days later the trucker returned with a third load of ear corn. Mr. Nixon accepted the

scale ticket, then insisted upon shelling out the load before he made payment. The shelling had not progressed far before the trucker asked to see the scale ticket he had given Mr. Nixon—"might have been a little mistake made on the weight," he thought. But Mr. Nixon kept on shelling and kept the scale ticket, forcing the trucker to plead guilty to fraud. The trucker settled by payment of \$740 to cover short weights given Mr. Nixon and farmers of Mr. Nixon's community, then he was turned over to authorities of other communities where additional collections of \$800 and \$500 were made.

"Unfortunately, payment of the claims ended the prosecution and at last reports Mr. Thompson and his three trucks had moved to some unknown point in Louisiana. Other itinerants performing the same mal-practices upon your natural customers continue in business. If prosecution were continued when they are caught these practices would be discouraged. To this end and toward corrective legislation, your association is working."

CHESTER L. WEEKES, St. Joseph, declared that in the movement of corn between Iowa and Missouri, Nebraska and Kansas, the truckers were going around the grain dealers whenever they could and that grain dealers doing business with them had suffered severely from fraudulent checks, falsification of records and weights and sudden disappearances of truckers indebted to them. "Some of the truckers have been caught," said Mr. Weekes, and some of the grain men now have trucks which they have collected as souvenirs.

"The Associated Southwest Country Elevators has been selected by the hay, coal, lumbermen and other ass'ns to work on a legislative program that will stop the irresponsible nomads who operate unsafe trucks upon our highways. A com'tee of the Southwest organization will draft laws to this end but the interested ass'ns must obtain their enactment."

E. H. SULLIVAN, Kansas City: "How much grain has been moved into Missouri by truck during the last crop season?"

MR. WEEKES: "Estimates are made of over 2,000,000 bu. of wheat, corn, oats and barley in restricted areas. A good crop will not stop the movement of grain by truck and evidence of continuation of truck movement lies in arrangements being made at Kansas City and river points for the receipt of trucked grain.

"One commercial trucker, who hauls westward out of Kansas City, has proposed to lease elevators, where he would concentrate grain for movement by truck to the mills in Kansas City.

"Railroads have granted a 6½ cent reduction in grain rates over a restricted territory. This reduction needs broad expansion. However, members of the grain trade have felt that it is an entering wedge for a more general reduction in grain rates. Should the railroads experience a sharp increase in the volume of business moving over their lines within the restricted area, they will feel more inclined to 'broaden the application of the reduction.'"

SECY MEINERSHAGEN read a letter from Pres. Baldwin of the Missouri Pacific Railroad, expressing the apparent opposition of the rail lines to a general reduction in freight rates:

There is no question but what the rates and charges of the truck lines, at the present time, are in a very chaotic condition because there are so many different rates between the same points published and charged by the truck operators, notwithstanding the Interstate Commerce Commission and the State Commissions are making a very determined effort to bring about an orderly condition, which in time we trust will place the truck rates on some uniform basis. Obviously, an extensive revision of rail rates to meet the fluctuating rates charged by truck lines is entirely impracticable.

PRES. GREEN said that Iowa has a license fee of \$160 per annum on the same size truck

#### Officers and Directors of the Missouri Association



Front row, l to r: Fred Chambers, Concordia, field sec'y; Art Mann, Clinton, director; H. H. Green, Pattonburg, pres., with his son, Donald; W. W. Pollock, Mexico.

Back row, l to r: Geo. Klingenberg, Concordia; Carl Bolte, Slater, and Chas. Brucks, Glasgow, directors; A. H. Meinershagen, Higginsville, sec'y-treas.



for which Missouri charges only \$10.75, and this wide difference in license fees between the two states is causing much bitterness among truck operators.

FRANK FARNUM, Kansas City: "Members of the Missouri Farmers Ass'n have had many of the same experiences with the fraudulent practices of truckers that have been discussed here. Trucks do not get business unless they are able to haul for less than the rail rates."

S. W. WILDER, Cedar Rapids, Ia. "In dealing with the truckers the grain trade has two problems and should properly separate them. One problem is the crooks among the truckers who make their living by subterfuge. This class of trucker should be routed out of business."

"The grain dealers' ass'n should be invaluable to the trade in finding some means for forcing truckers to give dependable weight certificates. Or these ass'ns might be used to investigate truckers, issuing to responsible truckers certificates of dependability. The trade would be aided in separating the sheep from the goats among the truckers with whom they do business. I am inclined to believe that some such plan would settle a big part of the itinerant trucker problem."

MR. WEEKES: "With cooperation from the trade, ass'ns could undoubtedly settle much of the trouble with itinerants. Individual members of the trade would have to collect license numbers and names of truckers, supplying these to their ass'ns or to the central Associated Southwest Elevators, when they know of abuses. Ass'ns would then be able to build up lists of truckers and could appoint vigilance committees to prosecute them."

Adjourned to 1:30 p. m.

### Thursday Afternoon Session

PRES. GREEN presided at the second session.

S. W. WILDER, Cedar Rapids, Ia., pres. of the Grain & Feed Dealers National Ass'n reviewed changes in the grain business. "In the face of physical change all about us," said Mr. Wilder, "the men of the grain and feed trades cannot expect to see their businesses remain static. Either we must keep abreast of changing conditions, or fail in the stiff competition of modern business. Today the roving truck threatens to change the currents of the grain and feed movement between areas, shifting population centers move market centers from previous agricultural areas. A sudden increase in the scope of government competition, a change in tariff regulations, a slight readjustment of freight rates, a change in crop production in some world area, any of these may mean a difference between profit or loss to the local dealer. The grain dealer is forced to be a national merchant, influenced by economic currents sometimes beyond his vision and beyond his knowledge."

Read Mr. Wilder's paper, elsewhere in this issue, that covers the changes in the character of the grain business, developments in government regulation, and the philosophy of a trade that is willing to be judged upon its merits, but unwilling to be so saddled with government regulation that its costs of doing business are excessively expanded to the producers and consumers of grain.

W. R. SCOTT, Kansas City, sec'y of the Executive Com'te of the Associated Southwest Country Elevators, talked on the competitive relationship between wandering merchants and established grain dealers. He called attention to the low costs of unregulated trucker merchants, which permits them to operate at less than rail rates, and stressed the hazards of travel on highways filled with second-hand, overloaded trucks, inadequately equipped to avoid accidents, and not protected with bonds or insurance for the safety of the public. His address is quoted elsewhere in this number.

FRANK M. STOLL, Kansas City, sec'y of

the Associated Southwest Country Elevators, reviewed replies from 8,500 questionnaires sent out by his organization on the trucking evils. "All of the 150 replies from Missouri dealers," said Mr. Stoll, "bitterly denounce the truckers. Literally all of the 2,000 replies received from the list, which includes cooperative groups, independent groups, and line companies, vigorously oppose the itinerant trucker. The grain trade is not alone in its fight. The feed, seed, coal, lumber and other trades support it unanimously."

CHAIRMAN LIPSCOMB of the Resolutions Com'te, reported the following resolutions which were unanimously adopted:

### Resolutions Adopted

#### Thanks

RESOLVED that the thanks of this Ass'n be extended to Stations KFEQ of St. Joseph, and WEW of St. Louis, for announcing daily our Convention over their stations, and to grain journals for publicity given to this Convention.

RESOLVED that thanks be extended to the Jefferson City Chamber of Commerce for their cooperation and to the Grain Dealers Fire Insurance Co. for the badges furnished, and to the Missouri Hotel.

#### Cooperation with Government

WHEREAS the Missouri Grain Dealers & Milling Ass'n in prior convention has pledged its earnest cooperation to the National Administration and the State Administration to aid in the recovery from the deplorable conditions existing in agriculture and business, and

WHEREAS this pledge has been kept by our Ass'n and its individual members,

RESOLVED that we pledge our further support and assistance to these Administrations to the end that absolute recovery from the depression be obtained.

#### Mills Soliciting Truck Business

WHEREAS it has been called to our attention that some large mills are soliciting business from truckers and private individuals of truck loads of grain, intimating that they will pay the carlot price for such loads of grain, and

WHEREAS this is a further stimulant to the private truck business and a detriment to the regular established grain dealer.

RESOLVED that we disapprove any such solicitation of business.

#### Regulation of Roving Merchants

WHEREAS, there has been constructed in the State of Missouri an unsurpassed network of modern public highways at tremendous expense to the motorists and taxpayers of the state, and

WHEREAS, the primary purpose of such public highways is for automobile and farm-to-market use but are virtually monopolized by commercial vehicles transporting long haul freight and in commercial pursuits for which such highways were not and should not be built, and

WHEREAS, itinerant trucker-merchants and peddlers are being allowed to use such highways as a place to conduct their business in buying and selling grain, feeds hay, coal, lumber, produce and other merchandise avoiding long established and recognized methods of marketing and distribution without the payment of taxes for the use of such valuable privileges and without inspection, bond, regulation or responsibility, thus perpetrating frauds, unduly depressing market prices and unfairly competing with established and responsible business institutions who are taxpayers and permanent members of their respective communities, and

WHEREAS, the great loss of life and personal injury and other conditions warrant and require earnest effort to enforce existing safety and other regulatory measures, and

WHEREAS, reciprocity agreements are in effect between various states which places legitimate business at a prejudicial and competitive disadvantage, now therefore, be it

RESOLVED, that the Missouri Grain Dealer's and Millers' Ass'n urges proper regulations and taxation on the business and operations of the itinerant trucker merchants; the elimination of any permitted tax exempt trips into the state by foreign commercial trucks; the establishment by the state at the border lines of the state and elsewhere of proper facilities efficiently to inspect and collect proper taxes from commercial motor vehicles; that the Sec'y of State and Public Service Commission of Missouri deny reciprocal agreements as a means to protect taxpayers of this state and to curb such unfair encroachment upon the industrial and commercial enterprises of Missouri, and be it further

RESOLVED, that the Missouri Grain Dealers' & Millers' Ass'n commend and actively support the efforts of the Associated Southwest Country Elevators in their endeavor to bring about proper and justifiable legislation governing the operations of itinerant trucker merchants and peddlers. Be it further

RESOLVED, that copies of this resolution be forwarded to the Sec'y of State, Missouri Public Service Commission and other state officials and candidates for public office.

PRES. GREEN appointed as a legislative com'te: Forest Lipscomb, Springfield; M. B. Lusk, St. Louis, and Art Mann, Clinton.

FRANK TYLER, Kansas City, sec'y Kansas City Hay Dealers Ass'n, said his organization is vigorously behind the trucker legislation program of the Missouri grain dealers, and of the Associated Southwest Country Elevators.

OLIVER O. BRIGHT, sec'y-mgr. of the Missouri Retail Lumbermen's Ass'n, announced his organization as firmly convinced that legislation should be adopted to regulate the itinerant truckers, and would support the legislative program.

T. MAURICE SCOTT, St. Louis, added the voice of the seed trade in the plea for corrective trucker legislation, and assured the grain dealers of the support of the seedsmen.

The report of the auditing com'te, approved the financial report of the sec'y and was adopted.

ROGER ANNAN, St. Louis, reviewed some of the problems on which the grain trade has fought since the war, including the McNary-Haugen bill, the Farm Board, N.R.A., and A.A.A. "The start of government competition with the grain business," declared Mr. Annan, "was eight years ago, when Congress appropriated \$500,000,000 for the purpose of buying and impounding grain. We have had no surcease from government interference since. It is time that business is relieved of governmental competition and regimentation. If it isn't eventually we will have no United States."

ELECTION continued all old officers and director in office. They are: H. H. Green, Pattonsburg, pres.; F. W. Lipscomb, Springfield, vice-pres.; A. H. Meinershagen, Higginsville, sec'y-treas. Directors: R. C. Davis, Charleston; Art Mann, Clinton; W. W. Pollock, Mexico; Charles Brucks, Glasgow; F. E. Robinson, Palmyra; Geo. Klingenberg, Concordia; Joe Dulle, Jefferson City; Carl Bolte, Slater; Guy Goode, Centerville.

SEC'Y MEINERSHAGEN offered for approval, the recommendation of the directors that the dues of the ass'n be advanced from \$5 per year to \$10 per year. Approved.

SEC'Y MEINERSHAGEN announced that the test case on collection of the sales tax from farmers feeding livestock for resale purposes, would be in the courts when the legislature meets.

Adjourned *sine die*.

### Missouri Banquet

Following a splendid dinner in the banquet room of the Missouri Hotel, at 6:30 Thursday evening, Pres. Green appointed Roger Annan, St. Louis, as toastmaster.

JUDGE FLOYD M. SPERRY, Clinton, was the featured speaker. He reminded the Delegates that the law is what the people make it, and is worthy of their earnest support, and obedience, in a review of law-making that has followed the people from Rome to the present day.

### Missouri Convention Notes

MANY LADIES were present at the banquet, and enjoyed themselves in the shops of Jefferson City during the day when their men were busy with the convention sessions.

CIGARS were presented to all delegates at the banquet with the compliments of the Oyster Shell Products Corp.

### Attendance at Missouri Meeting

ST. JOSEPH was represented by Chester L. Weekes and H. L. Dannen.

MUTUAL INSURANCE was represented by W. H. Raith of the Millers Mutual of Alton, and Rob't J. Munn of Grain Dealers National Mutual Fire Insurance Co., Omaha.

SEED firms were represented by Paul F. Lynch of Ed F. Mangelsdorf & Bro., and T. Maurice Scott, St. Louis.



FEED firms were represented by J. M. and R. G. Adam of Anheuser Bush, Inc., R. H. Squire of Columbia Quarry Co., and G. F. Dowling, Oyster Shell Products Co.

RAG men were represented by A. W. Moenckhaus, St. Louis.

KANSAS CITY sent R. J. Anderson, Jno. R. Calvert, L. W. Carstens, Frank Farnum, W. M. Huff, C. A. Jackson, N. A. Johnson, R. A. Kelly, J. J. Kraettli, L. G. Liepert, R. O. McKenna, Jack Martin; B. J. O'Dowd (Simonds-Shields-Lonsdale Grain Co.); L. E. Preston; W. R. Scott (Kansas City Board of Trade); Frank M. Stoll, E. H. Sullivan, B. F. Tyler; Jim Vaughn (B. C. Christopher & Co.).

ST. LOUIS' representatives were Roger P. Annan, F. H. Barkley, H. L. Boudreau, T. A. Bryant, Bert Collins, Arthur Davis, R. R. DeArmond, J. M. Fuller; B. M. Grover (Cargill Grain Co.); Geo. L. Kelly; W. J. Krings (Sec'y Merchants Exchange); M. B. Luske; C. A. Morton; W. J. Neigarth; G. N. Reynolds (Langenberg Grain Co.); Aderton Samuel, H. H. Savage, J. J. Sommer, C. A. Wilson, W. G. Zimmerman and Frank M. Ward.

FROM CEDAR RAPIDS, Ia., came S. W. and T. W. Wilder.

ILLINOIS was represented by A. H. Stokes of Hillsboro, and Clark C. King of Pittsfield.

DES MOINES, Ia., sent W. H. Harter.

MISSOURI Country Shippers included: Frank Summers, Armstrong; J. R. Clinkscales, M. T. Devine and Harry E. Forsee, Booneville; F. J. Meyer, Bonnots Mill; Frank E. Fuller, Buncheon; M. T. Scott, Cameron; A. J. Mann, Clinton; O. H. Henshaw and J. L. Lynns, Columbia; Theo. H. Henning, Geo. A. Klingenberg, and Otto Nelmeyer, Concordia;

Edwin H. Schelp, Emma; H. F. Niemann, Farley; Tom H. Woods, Fayette; R. O. Manning, and Estel Sander, Forest Green; Frank Diecknite and Joseph H. and S. H. Otto, Freeburg; Chas. Brucks and Bernard Johanning, Glasgow; H. M. Tooley, Hamilton; Wm. Templeton, Jr., Hardin; A. H. Meinershagen and A. H. Meinershagen, Jr., Higginsville; Roy E. Sutliff and Roy E. Sutliff, Jr., Huntsville.

Frank G. Wallace, Independence; Joseph H. Dulle, L. B. Rackers and Ed J. P. Vilim, Jefferson City; J. C. Pride, F. M. Sheppard, J. H. Smith and W. B. Wilson, Louisiana; C. A. Wilder, Laddonia; Martin Abrahams, Marshall; R. W. Taylor, Martinsburg; Arch McGilvry, Mendon; J. R. Harper and W. W. Pollock, Mexico; Leon and Ollie Harris, New Franklin;

W. G. Young and R. B. Sproul, Paris; Donald Green and Henry Green, Pattonburg; A. J. Louch, Richmond; E. L. Nidkiff, Rockville; Frank M. Scott, Rockport; Lon McCorkle and R. Lee Webster, Salisbury; Lon E. Bolte and H. H. Butts, Slater; E. V. Wolfe, Smithville; F. W. Lipscomb, Rex Thompson and Frank Sellers, Springfield; H. E. Bauer, Stover; J. G. A. Yesen, Sweet Springs; D. J. Roots, Tibbetts; Al Finley (Langenberg Grain Co., Tipton); C. B. Wright, Tuscombia; L. L. Barber, Versailles; J. Temple Bentley, Watson; F. H. Smitz, Westphalia; C. B. Talbott, Wheeling; John W. Bruce and W. J. Wooldridge, Wooldridge.

## Free Bulletin Board Attracts Farmers

By FRED E. KUNKEL

A feed and poultry supply dealer developed a good idea when he put up a large bulletin board in his driveway to provide a convenient medium of exchanging information between customers, and at the same time to tell a current story about news of his own business.

The writings on this bulletin board are in the handwriting of the individual who has anything for sale or who wants to buy something, and if he is not a good writer, someone in the store puts it down for him. Thus the blackboard tells a tale to every one who comes and goes, and becomes the medium of exchange in buying and selling between customers. And this unusual attraction has played an important part in getting and holding the farmer's business.

Look at the board and you will find such statements as "For sale—10 acres of land," "For Sale—Young Jackass," "Wanted: Second hand camping outfit," "Wanted: White Leghorn Chickens," "For Sale: Crushed Dairy Manure," or cows and horses may be wanted, or for sale. Whatever it is, goes down on the blackboard.

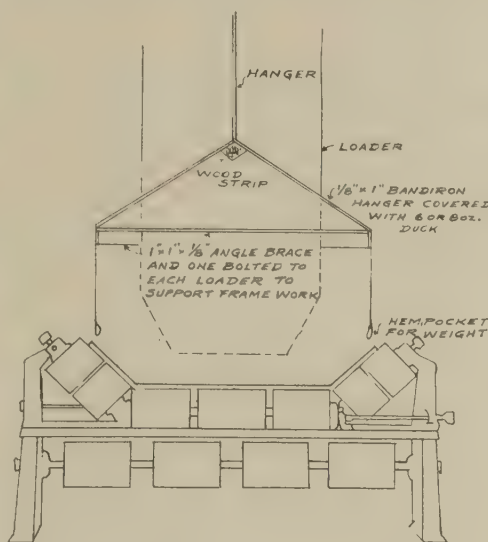
"Any time anybody wants anything that we do not have, or wants to buy or sell something from or for the farm, they just put it upon the bulletin board," it was explained. "We do not make any charge for that."

## Belt Covering to Reduce Dust Explosion Hazard

By F. L. NIELSON, Minneapolis, Minn., before Society of Grain Elevator Superintendents.

I believe that the greatest improvement and progress has been made in the electrical equipment installed in grain elevators.

We also have better systems for dust collection and better venting. In most places today you will find adequate suction on head pulleys, tail pulleys, and in many cases belt loaders. Elevator legs and storage bins have



Belt Conveyor and Canvas Enclosure

been vented. It seems reasonable to suppose that if we can eliminate most of the free dust in our plants we have gone a long way toward eliminating dust explosions.

Working on the theory that it is in the confined areas that the greatest amount of damage is done, we find that in many cases the origin of a fire or explosion is in the basement or tunnels, and that invariably these locations suffer the greatest damage.

One of the reasons for this is the fact that these locations are hard to ventilate. The upper structure of a mill or elevator can be made of light material, and usually there is ample opportunity for placing of windows and other ventilating areas, while tunnels and basements are usually excavations and form part of the foundation. This makes it extremely difficult to get enough exposed outside area to properly vent them.

The hazard is also increased at these points because of the numerous places grain is loaded upon the belts; and the constant agitation of the grain stream by the concentrator rolls tends to send up dust clouds with each movement of grain.

We started trying to lessen the free dust in tunnels and basements, and a great deal was accomplished by re-designing belt loaders and spouts, particularly at the transfer points, and so designing them that grain is confined as much as possible. The effect of this work on basement cleanliness was very gratifying, but the tunnels with long belts and frequent drawoff points are much harder to control.

By studying this operation it was found that most of the dusty condition started at the loaders, and by experimenting with different types of loaders we were able to considerably help this condition. However, this was quite an expensive job, and still we had not eliminated the dust thrown into suspension by the movement of the grain and belts over the concentrators.

Our next thought then was to confine the

dust to the belt and make it follow to the discharge end where it could be picked up by suction and delivered to the dust bins.

**Canvas Belt Enclosure.**—We first conceived the idea of building a rigid canopy or enclosure for the conveyors, but soon realized that due to the irregularity and difference of contour of a belt when loaded and unloaded we decided that if we were going to cover the belts we would have to use something that was more flexible. We finally decided to use the canvas.

Our first effort was somewhat crude, but that has since been improved.

An angle iron frame was fabricated and installed at each concentrator stand. The sides of these frames were raised about 14 ins. above the tops of the concentrators and the top of the frame was made in the shape of an "A", with sufficient pitch so that the dust would not tend to settle on it. The apex in the eaves was jointed with angles paralleling the belt. We were then ready for the canvas cover. These covers were made from seven ounce canvas in a continuous length. A hem was sewn in either side at the lower extremities; a wire cable was then inserted in the hem the full length of the belt and acted as a counterweight to keep the edges of the canvas cover within 1 1/2 ins. of the belt at all times. It was possible by using this steel cable to take samples and watch the stream at any point on the belt. An extension skirt, or petticoat, was sewn on the pocket and this strip hung down and almost made contact with the belt.

In recent installations we have used sand, old worn out manila rope, and rubber hose in place of steel cable to hold these side curtains down.

An example of the belt covering installation is shown in the engraving herewith.

We have fire proofed the entire canvas canopy with sodium silicate. This arrangement has been submitted to the underwriters and different interested insurance representatives, and altho at the present time we have not received a credit for the installation of the equipment, we have been assured that we will not be penalized for it. We are in hopes that in the very near future we may enjoy some benefit from an insurance standpoint.

We have checked the several installations we now have and find that dust in suspension in our tunnels and basements is practically nil, in fact our superintendent claims that sweeping operations have been cut between 80 and 90% in the areas affected.

Costs of installation have been checked, and I would say in a general way that this covering can be completely installed for about 35c to 50c per lineal foot in a frame type of elevator, and about 75c per lineal foot in the more modern concrete structures.

Old feed bags are made by the women of New York state into useful articles, if we are to believe a recent press release from the New York State College of Agriculture. It is sad to think that the operation of the A.A.A. for the past three years has reduced farm women to such an extremity.

The Minnesota State Supreme Court June 19 reversed the decision of the district court in favor of Bacher-Barret-Lockerby Co., Minneapolis, against Joe Hilbert to recover \$1,637.76 lost in grain speculation, on the ground buyer's intention not to accept delivery made it a gambling transaction.

Directors of the Minneapolis Chamber of Commerce have adopted a margin rule that on spread and hedging trades in grain, proper and adequate initial margin shall be the Clearing House requirements as a minimum and on all other trades in grain, proper and adequate initial margin shall be 150 per cent of the Clearing House requirements as a minimum.



# Trucker-Peddler Competition With Established Trade

From Address by W. R. Scott, sec'y of Executive Com'te of Associated S-W Country Elevators

I have been asked to speak to you to-day on the subject of the competition of the itinerant trucker, a matter which seems to grow ever more important to the grain trade. Every grain handling section of the country is complaining bitterly of the loss of business to trucks, and probably there is no area where this loss has been more keenly felt than right here in the state of Missouri. This fact has been borne in upon me by the experience of this season in the handling of corn.

Were it not for the trucks a splendid corn business should have been enjoyed by all elements of the trade in Missouri. But as it turned out fully three-fourths of the business went to the trucks and in Missouri many localities report all of the business done by truck.

It is perfectly obvious that the inroads of the trucker have been possible because of the fact that the trucker can operate upon lower costs. If these lower costs of the trucker were in every respect legitimate and resulted from a fair treatment of the truck as compared to the local trade, we might be obliged to say that this is one of those changes which economic conditions bring about and to which the life of the country must be adjusted.

There are some who say that the transition from the established method of doing business to the truck plan is one of those economic changes which cannot be prevented. We are not ready to say that, and in fact, consider it a defeatist attitude which should not be countenanced, for when the two methods of distribution are compared, it is seen that the established trade is subjected to burdens by government or for the good of the people, which up to this time the trucker has escaped; and it is, therefore, reasonable to argue that if those burdens should be imposed upon the established trade they should likewise be imposed upon the trucker, or, conversely, if the trucker may be allowed to operate without them, then the established trade should be relieved of its burdens.

Every man with a fixed place of business, such as an operator of a country elevator, expects a visit from the assessor every year and later he must meet and settle with the tax collector, and these taxes are no inconsiderable part of his cost of doing business.

His truck competitor, on the other hand, is generally a fly-by-night fellow who roams constantly from county to county and from state to state, and the assessor and the tax collector never catch up with him.

The country elevator dealer must provide his own facilities, and this involves either an investment of capital upon which he has a right to a return, or the payment of rental which represents the same thing.

His truck competitor, however, is given free use of the highways and has no such item of cost to concern him.

The country elevator dealer again must pay an occupational tax for the privilege of doing business, he must pay sales taxes, he must share in the community burdens, he must carry insurance on his property and liability insurance to cover his employees, and he must pay them a living wage. His truck competitor, on the other hand, does business without a license, and without paying a fee for the privilege, has no community burdens to sustain, and works for very little, or, if he hires help, pays them starvation wages.

With these things in mind can it be reasonably said that government is treating the two classes of dealers fairly? We think not.

First, we hold that the highways of the state were not built simply to provide a means of carrying on business to the profit of a few individuals. They were built by public money for the good of all, and the majority of the citizens of the state expect to use them in a way which does not greatly damage them over a period of many years. A few of our citizens, together with some citizens of other states are free to use these highways for the movement of enormous trucks of great weight and carrying very heavy loads, and these vehicles pound and hammer the pavements to ruins long before they would be damaged by normal use. These trucks are wider than passenger cars, and in order to accommodate such extraordinary vehicles the roads are being made wider than would otherwise be necessary.

We contend, therefore, that it is reasonable that those who need this extraordinary use of pavements should be required to pay for such use. They are the ones who should pay for the damage which inevitably results. This is

a matter which has been remedied in other states and should be established in Missouri. Unfortunately this particular remedy cannot be invoked in this state before November, 1938, because of a constitutional amendment adopted at the time our highway system was inaugurated, but that is one thing which must be done as soon as the constitutional amendment expires.

The registration fee for trucks is another matter which needs correction. In this state the fee is much too small and should be substantially increased.

In this and in all states, we contend that in addition to the registration fee there should be some occupational tax for the privilege of doing business as a merchant, and the trucker should be expected to register in each state where he does business and secure an occupational license and pay a fee therefor. This matter of registration is of very great importance in another direction, as it would enable a check to be made by the assessors and tax collectors to see that the trucker no longer avoids his fair share of the tax burden.

**Insurance.**—Measures should also be adopted to assure adequate insurance coverage by truckers. They are permitted under present laws to range up and down our highways, wrecking other cars and killing and injuring our people, without any provision for indemnifying those upon whom these losses and injuries are inflicted. The greater number of these truckers being of a fly-by-night character, with no financial responsibility, subject our people to hazards on the highways which are utterly inexcusable. We suggest that every trucker should be required to carry from \$5,000 to \$10,000 insurance against property damage or personal injury inflicted upon others. To secure this insurance would cost the trucker approximately \$200 per year, a burden which of itself would be a deterrent to a great many of them.

In Missouri, as in most other western states, a truck with four wheels is permitted to use the highways when the gross weight of the load and truck is 32,000 pounds, and a trailer may be hauled having a gross weight of 14,000 pounds, or a total weight of 46,000 pounds.

A matured legislative plan has not as yet been evolved. As soon as the central committee for Missouri is announced work will begin on devising the exact program, but the aim will be to equalize the competition by these and other fair and reasonable adjustments.

We expect to make more progress in the future than we have in the past because public sentiment is gradually being aroused and because for the first time we have a unified effort, in which not only all elements of the grain trade throughout the state, but other important industries as well, will join hands and impose our views upon the legislature.

## Illinois Elevator Operators Storing Grain Must Secure License

By W. E. CULBERTSON, Sec'y Illinois Ass'n

The Illinois Legislature recently amended the Act of 1871 pertaining to the regulation of public warehouses storing grain, which amendment affects all Class B elevators storing grain. This law becomes effective July 1, 1936.

Section 2 of this law defines Class B warehouses as being all warehouses, elevators or granaries, outside of the limits of cities of 100,000 population or over, in which grain is stored in bulk, and in which the grain of different owners is mixed together.

Sec. 3 provides: The operator of any public warehouse of Class B shall be required, before transacting any business in such warehouse, to procure from the Illinois Commerce Commission, a license permitting such operator to transact business as a public warehouseman under the laws of this State, which license shall be issued by said Commission upon a written application therefor, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse being owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation, shall be stated.

In addition, the application shall state such facts as the Illinois Commerce Commission may require to enable the Commission to determine whether such operator proposes to operate in

accordance with this Act and the other warehouse laws of this State. The said license shall give authority to carry on and conduct the business of a public warehouse of Class B, in accordance with the laws of this State, and shall be revocable by the said Commission, after full hearing upon satisfactory proof of any violation of law by such operator, such proof to be taken in such manner as may be directed by the rules to be established by said Commission.

"Any person who shall transact the business of a public warehouse of Class B, without first procuring a license as herein provided, or who shall continue to transact such business, after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), or who shall violate or participate in the violation of any of the provisions of this Act, as amended, for which no other penalty is provided, shall be deemed guilty of a misdemeanor, and shall, upon conviction, be fined not exceeding \$5,000.00, or be imprisoned for not exceeding six months for each offense."

Sec. 4: A good and sufficient surety bond or legal liability insurance policy, to be approved by said Commission, in the penal sum to be determined on the basis of 10 cents per bushel, on the maximum capacity of such warehouse, shall be filed with the application, which bond or policy shall, in no case, be less than \$5,000.00 and "conditioned for the faithful performance of his duties as an operator and his full and unreserved compliance with all the laws of this State and the rules and regulations of the Commission in relation thereto."

Sec. 7 of said Act provides that the operator shall issue a warehouse receipt to each depositor of grain, and such receipts shall be consecutively numbered and a record thereof preserved.

## N. W. Country Elevator Ass'n's New Secretary

Capt. L. C. Webster, stationed in Minneapolis in 1934-35 as procurement officer for the Agricultural Adjustment Administration and in charge of purchasing all seed grain in its drouth program, has been elected secretary of the Northwest Country Elevator Ass'n of Minneapolis, according to an announcement from Mr. M. R. Devaney, president of that Association. He will succeed R. B. Bowden, who resigned as secretary to take a position in St. Louis. Capt. Webster will take up his new duties in Minneapolis July 1.

Capt. Webster is well known to grain men throughout the Northwest and in his duties with the AAA became well acquainted with the grain marketing problems of the country. He was loaned to the AAA by the U. S. Army for the special duty of procuring seed grain for drouth areas. Upon finishing his work in Minneapolis last year, he returned to Washington, D. C., as chief, subsistence branch, office of the Quartermaster General, which position he vacated to come back to Minneapolis as secretary of the country's largest country elevator association.



L. C. Webster, Sec'y N.-W. Country Elevator Ass'n



## Building Your Storage Annex

By H. G. ONSTAD, Chicago

Before Society Grain Elevator Superintendents

Many of you have built an addition, or at least have contemplated the building of a storage addition to an existing grain elevator. While the addition of extra tanks may seem very simple, I am sure that most of you will agree that problems confronted are sometimes quite complicated and difficult. After the management has decided that business warrants more storage space and the approximate quantity, which as a rule has necessitated many discussions with the operators, the subject of cost enters the picture, and from there on is generally the governing factor in the design.

As a general rule a storage addition does not require a number and variety of small size bins because the main storage and workhouse have been so provided, therefore the main bins can be made to accommodate from 25,000 to 50,000 bus. each, and often a great deal more. That, of course, depends largely on the type of business being carried on, and can best be determined by making a thorough analysis of the conditions to be encountered.

It is commonly believed that the larger the bins are made the cheaper the storage will be, but that is far from true. There is an economical size for each individual job, but a rule cannot be followed. One of the deciding factors in respect to size is whether the bins are to be hoppers for self-cleaning or to be provided with flat bottoms—and another important factor is the type of foundation required. Sometimes this is easily determined because the conditions incident to the construction of the original elevator are generally well known, and in case soil conditions require piles there is little choice in the matter. There are many cases where the soil is of such nature that it will sustain a structure of a certain height and yet it may be economy to use piles and build to a greater height. Ability to analyze these conditions goes far to produce the proper type structure for given conditions.

Mechanical facilities are necessarily governed by the type and layout of the original plant, and in most cases demands considerable study. It has been the ambition of designers for many years to work out standards of construction which could be generally used, but experience has taught us the folly of such procedure because each storage addition is a problem in itself and must be designed to meet the varying conditions encountered.

As engineers, we would like to see every job built with a large margin of safety to guarantee that when the job is finished it could be forgotten insofar as the engineering is concerned. This does not seem to be possible in this particular line of endeavor because so often it is a matter of getting a certain amount of storage at a given price per bushel that we are compelled to design each addition to the safety line.

It is often said that competition is the life of trade, but I for one think that axiom has been stretched a little too far. Granted that the decision to build a certain storage and that its capacity is based on its ability to pay dividends, I wonder how often sufficient consideration is given to the cost of maintenance of the structure and the cost of operating the same. There is no question but designers have gone too far in both directions instead of arriving at a happy medium. I feel that much more stress has been put on the cost per bushel for construction than has been essential, but in this respect much blame can be laid at the doors of the elevator designers and builders. Competition for business has keyed them to a point where their designs are made very close to the line of safety and sometimes the factor of safety has been sold to the detriment of themselves and the industry.

I am not advocating that competition should be eliminated but I do feel that less stress should be given to initial cost per bushel and more consideration given to the value of the

facility as a permanent structure. The whole thing resolves itself to the fact that the owner gets just about what he pays for.

The physical characteristics of the property, the type of plant one has to connect to, the availability and cost of certain types of building materials, and possibility of further expansion are all important factors demanding consideration. There is no set rule to follow in making a design for an addition but one must be governed by experience and the conditions confronting him. Mutual confidence and a spirit of cooperation between the owner, the operator and the designer will go far toward producing the best possible storage addition.

## Heat and Moisture in Stored Grain

By EDGAR S. MILLER before Society of Grain Elevator Superintendents.

Looking at an individual wheat berry and examining the physical forces affecting it under various conditions, we will find that in some respects it resembles a steam boiler with hundreds of valves open. When heat is taken in there is a tendency for the contained water to evaporate and build up a little pressure. If this pressure is higher than that of the air surrounding the berry the vapor will enter the air until equilibrium is reached. If the quantity of air is small, its vapor pressure will soon equal that of the moisture in the grain, and both temperatures and pressures will mount. Liquid water will be vaporized from the grain, of course, and it might be expected that with this evaporation the berries would eventually become so dry that chemical activity would be arrested. But such is the chemical nature of the constituents of grain that under favorable conditions of temperature a part of their hydrogen and oxygen will combine to form new water, which will do its part in stimulating chemical action and increasing the rapidity of the process of combustion.

Actually, the production of heat is due to chemical action, but actually the physical phases, the metamorphosis of sensible heat to energy or of energy to sensible heat, play a big part in the proceedings. Liquid water may be transformed to vapor or vapor changed to liquid by this metamorphosis of heat, and it is a certainty that when grain is damaged by heat the condition is due to a situation that should not have been allowed to come about. Which is to say that if heat is not allowed to accumulate in the interstices of the grain, temperatures will not rise to the point of danger. Any considerable heat damage may be avoided by preventing an accumulation of heat, for without that the grain will not get "hot." If at the first indication of a temperature rise steps are taken to cool the grain by subjecting it to a copious bath of "fresh" atmospheric air, chemical activity will be arrested by the removal of heat, whereas if nothing is done about it temperature rises and periods of increased combustion will follow each other in quick succession.

As all practical men are aware, aeration is the only available means of preventing an accumulation of heat. In modern storage, with bins or tanks of considerable height, no man can be expected to make a good guess at what is going on down in the mass of grain. Nothing but an adequate and reliable thermometer system can reveal this.

The main point is that grain sufficiently aerated, whether by turning it or by passing adequate quantities of atmospheric air thru it as it lies in the bin, will never become damaged by heat. The damper the grain the more efficient the cooling by aeration, since the mass exposed to air actually has the properties of a humidifier, in some degree. The more the moisture, the more the evaporation; and since it requires approximately 1000 heat units to metamorphose water from

liquid to vapor form, and since when plenty of air is present this heat is made latent and removed, it is not hard to understand why this cooling is accomplished.

Trading in privileges, better understood as puts and calls, on commodity exchanges will cease after Sept. 13, under the new law prohibiting such transactions.

At the Texas Centennial Exposition the Chicago Board of Trade exhibits a miniature electrically operated grain elevator and storage bins with accompanying lake steamship and railroad cars. The model was built by employees of the weighing department of the Board of Trade.

## Death of M. C. Niezer

Maurice C. Niezer, one of Indiana's best known dealers in hay and grain, died June 14 at his residence in Fort Wayne after a week's severe illness, of heart disease.

He was born at Monroeville, Ind., Aug. 23, 1874, was graduated from the high school and from a business college at Fort Wayne. Returning to Monroeville in 1893 he became associated with the grain, hay and wool business of his father, John B. Niezer.

With his brother George he formed the firm of Neizer & Co., at Fort Wayne in 1909, now the Niezer Fuel Co., of which he was sec'y-treas.

Mr. Niezer was elected pres. of the National Hay Ass'n in 1908. He was appointed inspector of hay and grain during the war, at Camp Wadsworth, Spartanburg, S. C. In 1923 he was called to Washington to assist the department of agriculture in standardizing hay grades.

At the request of civic leaders he was a candidate for mayor in 1917. His public spirit led him into various fields for civic betterment, among the offices he had occupied being pres. of the Fort Wayne Family Service Bureau, director of the Morris Plan Bank, director of the Union Stock Yards, a trustee of the Knights of Columbus, director of the Lincoln National Bank & Trust Co. He was a member of the Rotary Club, Fort Wayne Country Club, the Better Business Bureau, and an organizer of the Fort Wayne Art School and Museum.



M. C. Niezer, Ft. Wayne, Ind., Deceased



## Concrete Storage Added to Quaker Oats Plant

(Continued from page 493)

veyor that supplied the old wooden house, this belt discharging by a two-way spout to either of two 42-in. belts on the bin floor of the new storage. For emergency use only there is provided a new steel track hopper for unloading cars, and a car spout for loading out, but the principal exit for grain is by a 16-in. screw conveyor to one of the pre-existing buildings and a 30-in. conveyor belt to Elevator E.

The head house and storage are one integral structure, the head house rising 75 ft. higher than the storage, which is 109 ft. high above bin bottom slab. The building is 50 ft. 4 ins. wide and 142 ft. 2 ins. long, of which length the head house occupies 56 ft. 7½ ins. and is 184 ft. high.

All bins are rectangular, those in the storage being 12x14 and 13x14 ft., those in the working house being smaller and oblong, the total number being 49, with 650,000 bus. capacity, a small addition to the many millions of capacity in the company's other houses. The bins have steel hopper bottoms. Under the bins are four 16-in. screw conveyors, and above them are two 42-in. conveyor belts. The screws feed the main receiving leg in the head house and also two of the three smaller legs, there being four legs extending the full height of the head house, and one jack leg extending from the bin floor to the top floor. The receiving leg has 18x8 D. P. cups, and the jack leg 16x8 D. P. cups. One of the small legs has 10x7 and two have 12x7 Barney Weller's Calumet Buckets.

Besides the machinery proper to the house its handling capacity in and out is vastly increased by belts entering from other houses at both ends. Over the tile tanks forming an adjunct of the wrecked house was a cupola housing the belt conveyor into the wrecked house. The builders raised the conveyor bridge between Elevator E and the tile storage and built a new gallery higher up to carry the belts to and from Elevator E into the new concrete storage at the proper level. Bins in the tile storage are now reached by spouts from this new gallery.

At the south end of the tile storage two 30-in. conveyor belts enter at an angle for the purpose of carrying grain to and from Elevator "E." The 30-in. conveyor belt carrying grain from Elevator "E" discharges upon a 42-in. reversible belt conveyor and this 42-in. belt when reversed discharges upon the lower 30-in. belt conveyor carrying grain to Elevator E. In the basement at the storage end of the new construction enter two old 30-in. conveyor belts which deliver grain to two 16-in. screw conveyors.

An extensive dust collecting system was installed by the Day Co., with two fans, one in basement and one on bin floor, having suction at ends of conveyors besides the usual floor sweeps, the dust being finally disposed of in the pre-existing dust system.

Ample light and ventilation is provided by steel sash windows.

Individual electric motor drives are employed throughout. The largest, a 50-h.p., drives the receiving leg. All legs, together with the power shovel, are driven thru Falk gears; all other drives have Silent Chain. Two of the small legs and the two 42-in. conveyors are driven by 20-h.p. motors; 15-h.p. motors drive the four main screw conveyors; 10-h.p. motors the jack leg and remaining small leg; 5-h.p. motors the 30-in. basement belt conveyors; 3 h.p. motors three of the short screw conveyors, the shaker and the 36-in. conveyor belt from track hopper to receiving leg; and two 2-h.p. motors drive two of the short screw conveyors.

The new construction was designed and erected by the John S. Metcalf Co.

The pouring of the concrete was so expertly done that altho never washed over, the exterior presents the handsome appearance shown

in the engraving on outside front cover page of this number.

## Well Equipped Ohio Elevator

A 10-ft. concrete basement is the foundation supporting the studded walls of the new elevator of the Logan County Farm Buro at Bellefontaine, O. The building is 24x36 ft., containing six bins, and the walls are covered with 26-gage corrugated galvanized iron.

The equipment includes one elevating leg with 12x7 V buckets and one leg with 8x5 V buckets, Sidney geared head motors, roller chain drives, Fairbanks Truck Scale, Sidney Dump with Sidney Overhead Hoist, roller bearing Sidney Corn Sheller, ball bearing cleaner, 4-bu. automatic Richardson Scale, two speed electric chain drag Sidney Feeder, and electric Sidney Manlift.

Individual motors are used on all drives, with magnetic switches, push buttons on main floor and near motors, which are specially enclosed, the construction being such that the lowest possible insurance rate is secured.

The corn sheller is in the basement and the cleaner in the cupola, from which a spout extends to cob house, also used for the dust. The entire contract was given to the Sidney Grain Machinery Co. which built the plant and furnished all the equipment.

Clarence Hatcher is manager of the elevator with Geo. Schurr as his assistant. They have a large feed business and operate livestock yards and the new elevator rounds out the service they give the community.

## Packing Effect as a Factor in Estimating Stored Grain

By FREDERICK C. DOBSON, Chicago, Ill.

Under commercial conditions grain is dropped into a bin from a height of many feet and usually has attained some velocity before being discharged into the bin from a spout or belt tripper.

The terrific impact with which the first discharge strikes the bottom of a deep bin gradually decreases as the bin is filled.

Aiding to compress the mass of grain into a minimum space while it is being placed in the bin is the lateral and vertical pressure.

No further compression or settling occurs after the bin has been filled. To prove this three bins 100 ft. deep were filled with No. 2 hard red winter wheat, three with No. 2 yellow corn, three with No. 2 rye and two with No. 1 white oats. A clear outline of the leveled surface was marked on the walls. Weekly observations were made during the first two months and bi-weekly thereafter, but not even a trace of settling could be detected in any bin.

It is obvious that a bin will contain a greater weight of high test grain than of grain of low test weight, more bushels weight of 61-pound wheat than of 57-pound wheat; but calculations of the amount of grain in deep bins based on the test weight as determined by the customary filling of the testing kettle from a flow of a few inches height are vitiated by the fact that the test

(Concluded on page 510)



The Logan Farm Bureau's Elevator at Bellefontaine, O.



# Grain Elevator Superintendents Hold Enthusiastic Meeting

That it is making rapid strides and quickly reaching the status of a major organization and one that will soon become an important factor in the councils of the grain trade, was clearly shown in the 7th Annual Convention of the Society of Grain Elevator Superintendents of North America which was held in Duluth and Minneapolis, June 12-15.

It was agreed by all that this was the best attended and most profitable convention yet held by the Society. The energetic support given it not only by the superintendents, but by the managers as well, presages a long life filled with valuable activities.

Because of the keen competition between the two cities, for the privilege of acting as host, it was decided to hold the first two days' meetings in Duluth and the second two in Minneapolis.

## Friday Morning Session

PRES. OSCAR OLSEN, Peavey Terminal Elevator, Duluth, lost no time in calling the first session to order after he was assured registration had been completed. After presenting a complete resume of the last year's activities he read his address from which the following is taken:

### President Olsen Appeals for Efficiency and Safety

As President of the Society of Grain Elevator Superintendents of North America, I welcome you to the City of Duluth. It is with the warmest and deepest feelings that the Society sets before you our Seventh Annual Convention.

It is our hope that this session will amply repay you for the effort you have made in attending—for I know that many of you have put forth a great effort to be in this hall today. It is with this thought in mind that we have strained ourselves to justify your effort—by making this the biggest and best Convention of all.

The purpose of this Convention—a dissemination of practical knowledge benefitting each and all to the end that the terminal elevator industry as a whole will surge forward in an efficient manner.

Since the inception of the Society in 1930, it has fought an unrelenting battle against unnecessary and ill-advised regulations wherever those regulations would hamper efficiency. In this, we have co-operated with the American Society of Engineers, the American Standards Ass'n, the Rubber Manufacturing Ass'n, the Farm Chemurgic Council and dozens of others. We make the point that the united front of the Society of Grain Elevator Superintendents presents the most forceful element involved—because, after all, we are the men who must labor under these various codes and restrictions, and therefore, we are not only the most interested party but we are the BEST INFORMED party as far as the practicality of the measures are concerned!

**Safety!** For many years the grain industry has been too lax in the concern of safety features in its plants. But when you stop to analyze the fact that one—just one, accident may cost a firm the profit they have made on handling a large consignment of grain, well, that's a horse of another color. True, it's the insurance companies who pay the award—but who pays the insurance companies their premiums?

When we realize that the fewer accidents we have, the lower our premiums will be, then we will understand the practical value of safety measures. In this, the Society is co-operating with the National Safety Council in a mighty endeavor to demonstrate the common sense of protecting a worker's life and well-being and safe-guarding the hard earned dollars in the company's treasury.

During the past year, the Society has made a greater effort than ever before to keep its members apprised of the latest developments in the industry through the increased number of Society Bulletins. We hope to increase this means of information and, as our finances improve, will be supplied continually.

Be the latest and best. But remember—the postman doesn't carry mail for nothing and the printers have a queer habit of charging for their work!

**Associate members**—Perhaps the superintendent members of the Society—including myself until I found out—think that the sole purpose of these boys being in the ranks is to sell their products. Well, partially that's true—BUT, has it ever occurred to you that the reason we are all here is to sell something? We superintendents are here to learn and better fit ourselves for our jobs—so that we can better sell ourselves to our employers!

Of course, that's boiling it down pretty fine, but it's the truth. On the other hand, there is something bigger and better than this natural instinct of taking care of Number ONE. It is the feeling of loyalty, of concern, for the industry which has clothed, fed and housed us. We feel a part of it, and naturally work towards its success. And the same feeling pervades the associate members. They, too, have the welfare of the industry at heart. They are as much concerned with its progress as the man in the elevator because they, too, are a part of the business. And I only wish that the average superintendent was as energetic in the building up of this Society as the average associate member!

As long as I have been speaking in this intimate manner, I think I'll bring up a subject that has long been jamming my spout. It has been brought to my attention several times that certain grain firms have developed a feeling of antipathy towards the Society on the grounds that it is a "labor organization." Nothing could be further from the truth.

I've immensely enjoyed the activities as your president for the past year, and I'll still be "among those present" at each future meeting and will lend my wholehearted support to this ever-growing body of men who "accomplish things!"

SECY DEAN M. CLARK, Chicago, read the following report:

### Secretary Clark's Annual Report

Greatly improved business activity and glowing prospects for handling a vastly increased volume of business during the 1936-37 crop year have had a gratifying reflection on the interest and activity in your organization's affairs. Thus we open our Seventh Annual Convention under the most stimulating circumstances in our history, as the Treasurer's report pleasingly reveals.

Our purpose, of course, is to get together to discuss our mutual technical and operative problems, to strive to learn something new which will be helpful in the successful conduct of our respective duties.

Our first convention was held in Chicago on Sept. 1, 1930, with annual gatherings there in the spring seasons of every following year since that date until this year, intersticed with a fall meeting in Houston in October of 1931, a winter meeting in Buffalo in February of 1934 and the first day of our annual convention last year in Milwaukee.

Europe cannot afford to raise her breadstuffs in competition with North America and every day we are getting closer toward slowly regaining a few more of North America's lost customers back on the buying line—which will spell increased activity for the grain industry. Many have even reported being unable to attend our convention this year because of extensive remodeling and renovating undertakings—which is a signal to "get on your mark," "get set," and "GO!"

During the past fourteen months 78 new members joined or re-instated their memberships in YOUR association, largely through the activities of the following hard-working gentlemen, to whom great credit is due:

Oscar Olsen, Duluth, 14 new members; V. I. Champlin, Minneapolis, 8; Henry Keir, Chicago, 6; Jack Coughlin, Minneapolis, 4; Hollis Graves, Duluth, 4; E. J. Raether, Minneapolis, 3; Godfrey Morgan, Buffalo, 5; Henry Cox, Chicago, 2; Frank Neilson, Minneapolis, 2; James Mackenzie, Toronto, Ont., 1; Wm. Schaediger, Edgewater, N. J., 1; Herbert Gear, Sioux City, Ia., 1; Harry Thoms, Milwaukee, 1; B. I. Weller, Chicago, 3; Gilbert Lane, Chicago, 2; James G. Hayhoe, Minneapolis, 1; S. C. Klaus, Chicago, 1; Jos. P. Wilke, Peoria, 1; N. C. Webster, Chicago, 1; P. J. Bohan, Minneapolis, 1.

The enthusiasm in developing this convention program in all its many intricate details goes almost entirely to your officers, directors, and Duluth and Minneapolis members—all of whom you had better have the pleasure of meeting and the joy of knowing ere adjournment.

To Oscar Olsen, Jack MacInnis, Hollis Graves and a half dozen other fine members here you owe much, as well as to Vic Champlin, Jim Hayhoe, Ed. Raether, Jack Coughlin, Associates

Van Ornum, Steere and Osgood, and a half dozen other superintendent members in Minneapolis, you are deeply indebted for the care and exhausting thoughtfulness to which they've gone in preparing every detail excellently and wisely for your pleasure and enlightenment.

Thus you have a concrete example of collective association endeavor, and from all present indications twice as many managers and superintendents will shoulder this heavy responsibility in another year.

Our undying gratitude is humbly due Cecil C. Blair, General Manager of The Globe Elevator Co., and to Walter McCarthy, President of The Capitol Elevator Co. of Duluth, for all their untiring efforts in our behalf. And as indispensable in creating interest in managerial circles were Otto F. Bast, Vice President and General Manager of the Union Elevator Co., and J. A. Mull, head of the Central Elevator Co., both of Minneapolis, and to many others in Winnipeg, Sioux City, Omaha, Kansas City, Milwaukee, Chicago, Buffalo, etc. We owe them a resolution of sincere appreciation.

Just a word now as to chapter activity. The Chicago Chapter, under the capable leadership of Henry Keir of Bartlett-Frazier Co.'s Wabash Elevator, has made truly astounding strides with an interesting variety of programs, an active participation in duties and responsibilities by members, and an outstandingly successful new-membership campaign.

As all members were informed, Minneapolis formed a chapter on May 20th of this year, headed by Vic Champlin of Archer-Daniels-Midland, and Jack Coughlin and Ed. Raether of Union Elevator Co., and every indication is that their next meeting, June 30, is going to be the beginning of big things in the Society's history; and possibly the Chicago boys will have some real competition in new members added during the coming twelve months.

Speaking of superiors, I might add right here that they ARE taking a kindly and helpful interest in the Society, and some are joining and taking an active part in our affairs, which the association is delighted beyond words to witness. After all, our programs and activities benefit them materially, first, last and always.

On June 10 we reached our goal of 250 members, save for six a trifle delinquent and 29 rightfully in arrears—which latter membership tickets and numbers on our rolls I hereby recommend be forfeited and assigned to some of those applicants passed upon by our membership committee in session here, who are already crowding our "Waiting List"—the delinquents' names to be read and published.

Committee activity during 1936-7 promises to be one of our most valuable endeavors and I recommend that part of the appointments be by volunteering members.

An active safety committee, and a suggestions committee charged with the duty of compiling ideas right now for the next year's convention in every detail, program, arrangements, luncheons and dinners, inspection tours, etc., might profitably be added to the other customary committees. I also wish to urge that the Executive Committee for next year be lessened in numbers and be appointed on the basis of past performance—to make the body more effective.

The matter of Associate's dues must necessarily come up for the consideration of the membership—whether or not to increase our ratio of twenty per cent of Associates, which can easily be accomplished by reducing their dues.

From now on, the visions and purposes dreamed of by the two co-founders of the Society promise to blossom more staunchly, more upright, more appealingly each successive year, promising to attract the eye of every alert operator. For just as each past convention registration has witnessed a gratifying proportion of the previous year's attendance plus a healthy increase over the previous year's registration, so, too, has the realization spread that to ignore a worthy endeavor is to admit decadence; that to align one's self with live wires is the starting towards greater goals.

### Treasurer's Report

Balance, March 1, 1935.....	\$ 86.69
Receipts to May 31, 1936.....	1937.75

Total .....	\$2024.44
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### EXPENDITURES:

Postage .....	\$ 287.10
Paper, Envelopes, Postcards and Supplies .....	170.75
Staff .....	662.12
Printing and Engraving.....	148.47
Calendars .....	47.06
Advertising .....	77.18
Light, Bank Charges, Dues to Other Organizations, Speakers, Meeting Expenses, Rent, Phone, Flowers, Telegrams, Machines and Equipment, Travel Expenses and Other Overhead Items .....	509.36

Total .....	\$1902.04
Balance on hand May 31, 1936.....	122.40

PRES. OLSEN appointed the following committees:

RESOLUTIONS and Constitution and By-



Laws: W. H. Gassler, Rosenbaum Bros., Chicago; M. Frank Beyer, Grand Trunk Pacific Elevator Co., Ltd., Ft. William, Ont.; Ed Raether and Jack Coughlin, Union Elevator Co., Minneapolis, and James G. Hayhoe, Cargill Warehouse Corp., Minneapolis.

**NOMINATIONS:** H. L. Heinrikson, Terminal Grain Corp., Sioux City, Ia.; Percy C. Poulton, N. M. Paterson & Co., Ft. William, Ont.; Godfrey Morgan, Spencer Kellogg & Sons, Buffalo, N. Y., and Jack Waterbury, Stratton Grain Co., Chicago.

S. N. RHUE, Milwaukee, read a paper on "Waterproofing," which is quoted elsewhere in this number.

### Managers' Luncheon

A large majority of the Duluth elevator managers were in attendance at this luncheon. Thomas Bell of Duluth led the group in singing, accompanied by the two kilted Highland pipers, brought to the meeting by Hugh Grant, supt. James Richardson & Sons elevator, Pt. Arthur, Ont. The two pipers are employed in the same elevator.

J. A. MACINNIS, Duluth, was introduced as toastmaster by Pres. Olsen. T. F. McCarthy, pres. Capitol Elevator Co. and vice-pres. Duluth Board of Trade was piped to the platform by the Highlanders and said: Duluth is proud that you have honored her with your presence, even Mother Nature took a hand and gave us exceptionally fine weather. We know you as a body of trained men, and we respect you as we respect the scientist. I think I understand some of your problems, and in the meeting of these you are keeping the lines of civilization moving. We do not offer you the keys of the city as the gates of the city are always open to you. Proud we are to have you enter, and we welcome you individually and collectively.

BENNETT CHAPPLE, The Ironmaster, Middletown, O., long a staunch supporter of the Society, was introduced and said: I have been present at all the meetings of the Society. Acorns or seeds, of course, must be first planted and from them come the great oaks. I am delighted and thrilled to see what progress has been made in this great industry and though we may not be in the same branches of work, after all, we are all inter-locked and dependent upon one another. The work now being conducted by this organization is a tremendous contribution to the country. This is an up and coming society with much vision for the future. We should look ahead and plan ahead for greater inspiration.

C. C. BLAIR, Duluth: I have followed this organization since its inception, attending many conferences here and in Minneapolis. I have followed it and its programs. We are now 100% for it. If from time to time we managers can do anything for you I am glad that we may do so. I have talked to the managers in Minneapolis and you can depend upon their co-operation. I am glad to welcome you to Duluth, and I hope you come again. I know we have profited by the spread of this organization into Canada, branding the Society truly North American.

Following the introduction of Henry Richardson, Passaic, N. J., and Godfrey Morgan, Buffalo, the meeting was closed with the singing of a verse of America and Long Live the King, the Pipers accompanied.

### Friday Afternoon Session

Hylton R. Brown, U. S. D. A., Washington, D. C., gave an interesting talk on the cause, effect and prevention of dust explosions. His talk was preceded by the showing of motion pictures which showed very graphically the destruction in life and property, due to dust explosions. Dust from various Duluth elevators was exploded in a miniature elevator, to give a realistic illustration of the actions of a dust explosion. It was during this demonstration that Mr. Brown believed a hoax was being per-

petrated, as one sample of dust failed to explode. The sample was sent to Washington for laboratory tests.

**PRES. OLSEN:** These tests may seem queer to you, as if the government were on the spot. It may be the grain dust is affected by the humidity of the place. In Chicago I saw a similar type of sample and the dust blew. There may be an atmospheric difference between Duluth and Chicago. I hope Mr. Brown will follow this through, as we would like to know if the danger is as great here in Duluth. I remember only one flash since I have been in Duluth.

BERLE McLAUGHLIN, Duluth read a paper prepared by A. V. Rohweder, safety engineer on Accident and Injury Prevention which will be published later.

**PRES. OLSEN:** We have been very fortunate at the head of the lakes, not having any serious accidents. We have had near accidents. Just the other day a very unusual incident occurred. One of our oilers passed me and I noticed a slit in his overalls. I asked him what had happened. He told me that he had lost his overalls, they were stripped down all four seams at a spot he had been working near for the past 10 years. It seems he underestimated his nearness to the shaft as he passed under it, and a piece of waste hanging from a rear pocket caught on the shaft, winding up. Fortunately he caught onto the car buckler and held on, but he lost his overalls. Safety programs pay both the company and the employee.

M. FRANK BEYER, Ft. William, gave an address on Loyalty which was considered the high spot of the convention. It is published elsewhere.

Because of its importance to everyone engaged in grain elevator work this meeting enjoyed an exceptionally large attendance, from sweepers up—over 500 in all.

### Banquet and Evening Session

Beans, beans, and more beans, but then the losers in the recent membership contest fared very well as they enjoyed the novelty of being served beans of every description in all varieties of concoctions. The bean pie, however, was passed up by many. The gloatings of the winners who were served a delectable chicken dinner, had their repercussions. Food consumed, the meeting was continued.

STANLEY M. SMITH, Canadian Westinghouse Co., Ft. William, read a very informative paper on the Application of Electric Power to Grain Elevators, which will be published later.

JAMES G. HAYHOE, Minneapolis, gave an interesting talk on the work the Cargill Warehouse Corpn. is doing to prevent accidents within its plants.

HENRY RICHARDSON, Passaic, N. J.:

Your president has been after me about handling grain with speed. For years I have been working on automatic scales, however, a friend got after me some time ago and told me to forget scales and empty his cars for him. This fellow Olsen has certainly filled Duluth with a lot of fine grain men. He said to me once: "This speed of 11 cars an hour is all right if you have a lot of money to install equipment, however, some time somebody will invent a scale and build a conveyor that will go into that pit and will be fast enough to keep that elevator leg fed to capacity." We can do this whole thing at a speed so that your elevator leg can be working all the time. Our new automatic does away with all the mean features of the old system, and eliminates the possibility of a man losing a leg in emptying the car. Our new dumper will cost about one-third the large one and will operate 20% faster. It will take three 10-h.p. motors to operate and will do the job as efficiently as the old dumper.

**MR. HAYHOE:** Why would you combine weighing and dumping the car?

**MR. RICHARDSON:** It is much more accurate and no more expensive; the best way of

check-weighing and there is never a chance for dispute.

**PRES. OLSEN:** 99% of the cars are unloaded with power shovels. We are working for the benefit of our men, and realize unloading box cars is the meanest of work. Other industries have made work easier for their men, whereas grain elevators are equipped much as they were 45 years ago. We are willing to install anything that will improve working conditions and yet, we must have something really better so that we can sell it to the managers. If you can design a machine which will quickly take out at least 80%, scraping the rest out of car let us have it.

Saturday morning the visitors were taken on an inspection trip of the Duluth harbor and through several of the elevators. They were pleased at the opportunity, and no doubt picked up many valuable ideas which can be used to advantage in their own elevators. Those from inland points were much interested in the loading of boats.

### Saturday Afternoon Session

H. L. HEINRIKSON, Sioux City, Ia., read a paper on the Efficiency of Elevator Legs which will be found elsewhere in this number.

E. E. GRANT, Superior, Wis., read a paper on the Do's and Don'ts in Modernization, which will be quoted elsewhere.

**PRES. OLSEN:** I think we should do something about the use of 50 foot box cars in the grain trade. They are very inconvenient to handle in the average elevator.

**MR. MACINNIS:** I think this organization is the one to stop this practice. I don't think it would be inconvenient or out of the way for the railroads to discontinue using this sort of car. I will put this in a form of a motion, so that the Society can give it constructive thought and do something about it. (Seconded and passed.)

**MR. MORGAN'S** suggestion that it be put in the form of a resolution, making a distinction between grain and grain products, suggesting that the matter be referred to the transportation committees of the several grain exchanges, was approved.

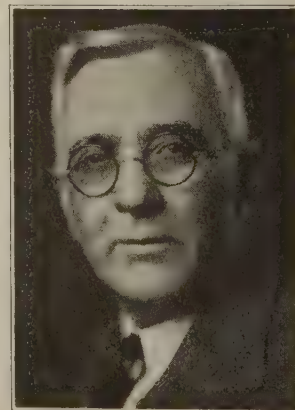
After discussing the Minneapolis program, place of meeting in 1937, and various other topics, the meeting in Duluth was adjourned, and a hasty trip was made to the special train which carried the superintendents to Minneapolis.

### Minneapolis Session of Society

Shortly after the arrival of their special Saturday from Duluth, the Superintendents were guests of the associate members at a buffet supper, followed by several high grade song and dance numbers. After this enjoyable affair the visiting superintendents spent their time getting acquainted with the local members who had not attended the Duluth sessions.

### Sunday Afternoon Session

VIC CHAMPLIN, Archer-Daniels-Midland Co., Minneapolis, and pres. of the Minneapolis



Henry S. Cox, Chicago, President Elect



Chapter, took the chair after Pres. Olsen had given a brief resume of the proceedings in Duluth.

HAROLD C. WILBER, Decatur, Ill., gave a very informative talk on Grain Drying, which will be published later.

In answer to many questions, Mr. Wilber stated he did not think temperatures of 230 and 240 were excessive; that the temperature is increased by cutting the volume of air; if you can cut the volume and raise the temperature and still do the job, more efficient drying is assured; in drying 17% down to 11%, it is hard to get that air to pick up the maximum load of moisture; natural gas has been used very satisfactorily to dry grain.

MR. CHAMPLIN: Can soybeans averaging a moisture content of 25% or higher be dried down to moisture content of 10% or lower?

MR. WILBER: That is a big job, but it seems to me it could be done but would be a slow process. The diffusion process enters into it. If we had all the time in the world and could run our temperatures down, I see no reason why we could not do it.

A. E. Longenecker, Milwaukee, stated that through tests whenever he hit a temperature between 213 to 220, that temperature was most efficient. He stated he did not know how hot the beans got.

MR. WILBER: Sometimes we can use a little higher temperature than we imagine we can, because the grain does not reach that level. The thing to do is to use a spout to get a fair sample, and test it immediately, avoiding any chances of cooling. Another is the different amount of surface in relation to the volume of the berry may affect the rate of drying. I found out that where I could get 4 per cent water out of 17 per cent beans, I could get 5 per cent out of vitreous yellow corn and 7 per cent out of runty, light weight chalky corn. I do not know about the hot air exhaust. We are taking the exhaust from our cooler and have set up an arrangement of ducts and dampers whereby we can re-heat that. Hot air exhaust is strictly a question of engineering. The humidity of the hot air exhaust may offset the saving in heat.

In general discussion it was decided that it might be possible to salvage a small percentage of this heated air, although on account of its high moisture content, it would be wise to bypass a definite percentage.

MR. WILBER stated the recirculation of air from this cooler exhaust, which will cut down surface evaporation somewhat nearer the diffusion rate and prevent case-hardening, is being planned. By mixing it and recirculating with heat from the heater, their tests show that they added some 5 or 6 grams of water to a pound of air, which is 14 cu. feet. This will raise the humidity of the drying air but very little, and will save about 60,000 cu. feet of air at a minimum, which has been heated from freezing to 125 degrees, an appreciable saving.

In summer drying it might be a different proposition. Where the air outside is 90 degrees it might not pay, but in winter drying I am convinced it will. There should be

a system of dampers whereby we can throw it to the outside air or re-circulate. Our tests showed that during weather about 15 to 16 degrees above zero, our savings were 18 per cent, zero weather or lower would have increased our savings to a high level.

Several members cited experiences which demonstrated the importance of absolute cleanliness, and of shutting down the dryer at short periods for cleaning out the ducts.

MR. CHAMPLIN: In our experience the problem was in keeping steam coils free from dust and absolutely clean, but this problem of preventing fire by absolute cleanliness is also present, to some extent, in every form of drying.

S. S. ORSTAD, Pt. Arthur, Ont.: The batch drying of grain in Canada is no longer permitted. It is restricted by the Canadian Inspection Dept. The consensus of opinion was that the present trend is toward direct heat drying, and continuous drying rather than batch drying.

In the absence of Frank Nielson, pres. Cargill Warehouse Corp. and past-pres. of the Society, his paper entitled *An Invention*, was read by Mr. Hayhoe. It is published elsewhere in this number, together with a drawing illustrating the invention.

MR. HAYHOE in his talk on *Some Worth-While Things*, dwelt at length on the aims of the Society, what it has accomplished and the program ahead. This diligent worker for the Society made many suggestions which, if followed, will go a long way toward making it all it should be.

PRES. OLSEN'S talk on *Push*, which will be published later, was very inspirational and thoroughly enjoyed by everyone.

The damage done to grain dropping into deep bins, came up for a short discussion. Sec'y Clark mentioned that some thought was being given the placing of sponge rubber at the bottom of the deep bins. Pres. Olsen suggested the use of rubber linings in spouts, in other words, running a choke feed through the spout. Mr. Wilber mentioned a chute lining  $\frac{3}{8}$  in. thick, backed with canvas, which Mr. Longenecker stated was used by his company as well as chute lining backed with metal so it can be formed. Mr. Longenecker further stated this method was quite expensive, and that for the past year they had been using discarded conveyor belts, which had worked very satisfactorily.

MR. CHAMPLIN: In our experiments along this line we have found it very difficult to install spout lining properly to follow the contour of the spout, particularly at bends and joints, it being impossible to get it perfectly smooth. After a year's use it was found there was a little irregularity in the lining, the rubber had completely disappeared, in some places, the lining being worn clear through. Where the rubber lining was smooth, it showed no wear. Hence, if a spout were especially built to receive a lining of that kind, and it were carefully installed it would appear that the wearing qualities of such an installation would justify the expense.

MR. GASSLER led a discussion on the

handling of trucked grain. In this discussion it was brought out that the installation of truck handling facilities at terminal elevators were very costly; that trucked grain must be handled separately, that is, receive separate inspection, weight, etc., taking the grain into stock after it is received from the scales; that the difficulty in handling this trucked grain lay in the late afternoon rush; that if 50 trucks were taken in each day, no more than 10 would be handled before noon, the one way to prevent this late day rush was to establish a deadline at 4:30 and accept no trucks after that time, one truck can be dumped into the hopper and left there until the next morning, otherwise make late trucks wait until next morning.

Question was raised regarding the ownership of grain. Several handling trucked grain stated they paid for no grain until they knew it was clear. Some members stated they were suffering from increases in switching rates, but the drawback in their contemplation of the truck method of handling was lack of authentic billing and ownership. The average truck load would be about 300 bus., although many trucks take only 100 bus., and a great many would run 400 bus., which is about all they can haul owing to laws governing weight.

MR. HAYHOE: We do not receive any truck, but we do deliver, and haul 15 tons, about 500 bus., with trailer equipment (semi-trailers using Deisel tractor, the trailers made of aluminum). This use of aluminum, doing away with the frame, and making the body carry the load, got rid of 3,000 lbs. of dead weight, and made it a pay load. These Deisels are very satisfactory in hauling through mountainous country even in winter, without changing gears.

SEC'Y CLARK: We know the amount of grain handled in various markets by truck is developing, whether we like it or not. Just outside Indianapolis they are taking grain that would normally go into Indianapolis, to Louisville. Cincinnati received two million bus. by truck. Chicago started with a small amount and now has tremendous receipts. If it is something we cannot stop, we had better be prepared for it. Undoubtedly there are a lot of hazards attending the loading of trucks, the additional expense and bookkeeping. You will have to take more profit per unit because of so much more handling than on box cars. One handler of truck grain stated: We have a separate office, weighing and inspection office, and of course, it takes a leg away from the elevator. It is a lot of work, and a nuisance. Each truck has to be handled as a separate car, no matter how small the load.

MR. CHAMPLIN in discussing barge shipping said: Grain is loaded at the terminals, inspected in the weigh, transported to the elevators on the small transfer elevators which we own at the Municipal Docks, unloaded to pits, elevated about 22 feet, dropped into the barge compartments thru hatches. The barges are of steel construction, each of the eight compartments holding approximately 5,000 bus. of wheat. The hatch covers are removable, running on tracks with metal rollers. They roll



Left to right: Oscar W. Olsen, Duluth, pres.; M. Frank Beyer, Ft. William, director; Dean M. Clark, Chicago, sec'y-treas.; Godfrey Morgan, Buffalo; Sam Bullen, Superior; S. M. Smith and P. C. Poulton, Ft. William.



back and the spout is placed in the hatch and the grain dropped thru.

### Sunday Evening Session

Following the First Timer's Banquet for everyone the Sunday Evening session was opened by Pres. Olsen, who called upon James MacKenzie, Toronto, to preside.

MR. MacKENZIE, in the absence of H. G. Onstad, read his paper on the Designing an Addition, which is published elsewhere in this number.

ROBT. BLACK, Federal Grain Supervisor, Minneapolis, gave an interesting talk on Accuracy Findings on the New Moisture Meter; New Government Dockage Machine; New Barley Pearler, which will be published in a later number.

Considerable discussion followed Mr. Black's talk, with one or two exceptions, it was the belief of those present that the Brown-Duvel Moisture tester was much more accurate than the Tag-Heppenstall, not only on corn, but on other grains as well.

MR. BEYER stated they used the Brown-Duvel, and could see no advantage in the Tag-Heppenstall or any other electric moisture tester, except that they give quicker results. This advantage being offset by the fact that they are not accurate. He stated further that his greatest difficulty came from the taking of samples, and leaving them in cloth bags; that the time to make a test, is when we unload the grain, not to leave it around in a cloth bag because, as the temperature of the grain rises the bag absorbs the surface moisture, and the results afterward would not be the same as you get on the unloading, it will vary from 1/10 per cent to 1 per cent, depending upon conditions.

CHARLES HARBIN, Fire Underwriters Inspection Bureau, Minneapolis, read a paper entitled Modern Ventilation and Dust Control, which will be published later.

O. C. ADAMSON, Minneapolis in describing the most interesting innovation brought out during the convention, that company's communication system in one of their local elevators said: "We have installed a microphone, the control is in the sampling room in the elevator office. Cables running down to the

tunnel. Our tunnel is about 500 feet long, and there are four speakers in the tunnel.

The men down in the tunnel do not have to carry batteries. All they have to do is speak right into a speaker, one being anchored every 100 feet on the ceiling. It is just about a man's height, and the man in the Sampling Department only has to press the lever and he can talk with the man in the tunnel. In this way changes can be made in a few seconds. When you are loading grain you can control your weights, and if you should run out, you can tell them which ones to use.

The apparatus is moisture proof. As far as cost of operation goes we still have our first tubes. It is practically the same expense as a radio, and similar to the regular loud speaker system used in hospitals and at political conventions; or anywhere else where the voice is to be amplified and heard.

When it is in neutral position, the man in the tunnel can communicate with the office. It is always open for him. When we talk to him we depress the key. The key snaps back into normal position as soon as we take our finger off. However, it is always open for the man in the tunnel, and that is where the trouble is. If you want the man in the tunnel to change, mix or take away, put another tank in, you can get him at once.

MONDAY MORNING those not engaged in com'ite work until the wee small hours journeyed to the elevator of Spencer Kellogg & Sons to inspect the communication system. M. Cobb was an excellent host and guide, explaining every detail of the working of the system and the sampling device which is installed in the elevator. The guests were taken into the tunnel and observed the working of the communication system with the conveyor belt running and received first hand evidence that the speaker's voice could be clearly heard above the noise of the belt. Then to the Archer-Daniels-Midland Elevator, where genial Vic Champlin piloted the visiting superintendents through the elevator, renowned for its 150 ft. bins, explaining and demonstrating the cleaning system, the hoist for lowering men into the bins, the bin lighting system, the car door remover and many other devices which his company has devised to facilitate the handling of grain through this elevator.

The tour of inspection ended at the plant of the Hart-Carter Co., where C. C. Ingraham, gen'l mgr., Vic Reid and Wes Strutt of the sales dept., conducted the visitors through this modern factory.

### Monday Afternoon Session

To the strains of Scottish airs played by the Pipers, the manager's luncheon got under way. At this luncheon, as in Duluth, many of the managers of local elevators were in attendance, and were introduced. Pres. Olsen acted as toastmaster and introduced E. A. Buelens, Glidden Co., Chicago, the only known man to live through three major dust explosions, who briefly related some of his experiences.

MR. CHAPPLE gave an inspiring talk on the value of associations, and the accomplishments which may be attained by closely working together.

EDGAR MILLER, Minneapolis, read a paper on Heat and Moisture Metamorphosis in Grain Storage, which will be published later.

DR. C. S. BAILEY, Div. of Biological Chemistry, University of Minnesota, in his discourse on the Respiration of Grain, explained that the germ respired much more in proportion to its size than did the endosperm, since the germ in lightweight wheat is usually as large as that in plump berries, the lightweight is more apt to heat in storage.

H. R. SUMNER, N. W. Crop Improvement Ass'n, Minneapolis, who by means of a drawing on the blackboard, showed the definite trend in the growing of different varieties of wheat in the Northwest. He explained that Thatcher wheat, especially resistant to black stem rust, would probably be limited to the area in or adjoining the Red River Valley, as it could not withstand the withering hot blasts of the Dakota winds. Ceres, he stated, will no doubt be the mainstay of the central section of the Northwest, and that some of the older and better known Marquis would be grown for quality crop.

WALTER H. HYDE, Minneapolis, read a paper on the Future Prospects of Exporting Grain, which will be published later.

B. A. SNARENBERGER, Minneapolis, presented a paper on Deisel Engines Applied to



The Society of Elevator Superintendents Boards Lake Steamer for Trip About Duluth Harbor



Grain Elevators, which will be published in a later number.

H. H. VAN ORNUM, Minneapolis, in a non-technical paper, gave a clear picture of Controllable Factors of Power Costs in the Grain Industry. This paper, which should be read and re-read by every grain elevator operator, will be found elsewhere in this number.

G. C. MEYER, Kansas City, to round out a thorough discussion of the power problem in grain elevators, discussed Power Requirements and Load Limiting in Grain Elevators.

At the conclusion of the regular business session, a closed session for members only was held, at which the following officers were elected for the ensuing year: Henry S. Cox, Chicago, pres.; V. I. Champlin, Minneapolis, vice-pres.; S. S. Orstad, Pt. Arthur, Ont., 2d vice-pres., and Dean M. Clark, Chicago, sec'y-treas. James G. Hayhoe, Minneapolis, was chosen as technical sec'y.

## Monday Evening Session

This session was given over entirely to the dust explosion hazard and its prevention, and to safety.

Over 300 were present to hear Hylton R. Brown repeat his illustrated talk on Dust Explosions. Samples of dust from several Minneapolis elevators were exploded in the miniature elevator, and much to Mr. Brown's delight, none of them failed to explode.

H. J. ALDRICH, Safety Engineer, Buffalo, N. Y., interspersed his talk on Safety with moving pictures of the Spencer Kellogg & Sons copra plant in the Philippines.

Adjourned *sine die*.

## Convention Notes

Hart-Carter Co. maintained a parlor opposite the Convention Hall, displaying its equipment. C. C. Ingraham was in charge, assisted by H. H. Van Ornum, Wes Strutt, Vic Reid and C. C. St. Cyr.

Barney Weller displayed a miniature leg equipped with Calumet Buckets as well as many different sizes of this very popular bucket.

At Duluth Benjamin Electric Co. displayed many of its extensive line of vapor and dust proof appliances.

## In Attendance at Society Sessions

H. J. Aldrich, Spencer Kellogg & Sons, Buffalo, N. Y.; C. C. Adamson, Spencer Kellogg & Sons, Minneapolis, Minn.; Kane Armstrong, Union Elevator Co., Minneapolis, Minn.; H. E. Bergman, Shoreham Elevator, Minneapolis, Minn.; M. Frank Beyer, Grand Trunk Pacific Elevator Co., Pt. Arthur, Ont.; N. D. Boardway, Collingwood Terminals, Collingwood, Ont.; P. J. Bohan, Searle Elevator, Minneapolis, Minn.; Sam Bullen, Spencer Kellogg & Sons, Superior, Wis.; E. A. Buelens, The Glidden Co., Chicago, Ill.

P. H. Christensen, Monarch Elevator Co., Minneapolis, Minn.; Henry S. Cox, Rialto Elevator, Chicago, Ill.; V. I. Champlin and Ovie N. Christopherson, Archer-Daniels-Midland Co.; J. R. Coughlin, Union Elevator Co., Minneapolis, Minn.; Ken Campbell, Bawlf Terminal, Ft. William, Ont.; F. E. Carlson, Occident Terminal, Duluth, Minn.; Maurice L. Cobb, Kellogg Grain & Elevator Corp., Minneapolis, Minn.; Feo. A. Dunkelbeck, Monarch Elevator Co., Minneapolis, Minn.; D. A. Deline, Marquette Elevator, Minneapolis, Minn.; Raymond H. Erickson, Capitol Elevator Co., Duluth, Minn.; Carl Elstad, Cereal Grading Co., Minneapolis, Minn.; Lewis Fried, Spencer Kellogg & Sons, Inc., Minneapolis, Minn.

W. H. Gassler, Calumet Elevators, Chicago, Ill.; Elmer E. Grant, Cargill Elevators, Superior, Wis.; Hugh Grant, James Richardson & Sons, Port Arthur, Ont.; Axel Grenvall, Capitol Elevator Co., Duluth, Minn.; G. B. Hathaway, Consolidated Elevator, Duluth, Minn.; Fred E. Hawley, Norris Elevator, Chicago, Ill.; Wallace W. Hyde, Cargill Elevator Co., Minneapolis, Minn.; E. A. Hall, Soo Line Elevator, Minneapolis, Minn.; James G. Hayhoe, Cargill Warehouse Co., Minneapolis, Minn.; Ward Hutchinson, Consolidated Elevator, Duluth, Minn.; John F. Jensen, Great Northern Elevator, Duluth, Minn.; Russell M. Johnson, Capitol Elevator Co., Duluth, Minn.

William Kall, Louis Dreyfus & Co., Buenos Aires, Argentine; P. L. Konopatzki, Bunge Elevator Corp., Minneapolis, Minn.; O. J. Knoebel Stratton Grain Co., Schneider, Ind.; A. W. Kuetzel, A. W. Kuetzel Co., Duluth, Minn.; F. M. Losie, Twin City Trading Co., Minneapolis, Minn.; E. A. Longenecker, Chas. A. Krause Mfg. Co., Milwaukee, Wis.; Jack MacInnis, Occident Terminal, Duluth, Minn.; J. R. McCarthy, Capitol Elevator, Duluth, Minn.; Frank McLean, Parrish & Heimbecker Co., Ltd., Pt. Arthur, Ont.; James and W. J. McKenzie, Toronto Elevators, Ltd., Toronto, Ont.; K. A. Miller, J. Allen Smith Co., Knoxville, Tenn.; Godfrey Morgan, Spencer Kellogg & Sons, Inc., Buffalo, N. Y.; A. J. J. Meyer, McCabe Bros. Grain Co., Ltd., Ft. William, Ont.; C. J. Miller, Washburn-Crosby Elevator, Minneapolis, Minn.

F. L. Nielson, Cargill Warehouse Co., Minneapolis, Minn.; M. M. Noxon, Ralston Purina Co., Minneapolis, Minn.; O. W. Olsen, Peavey-Duluth Terminal Co., Duluth, Minn.; Sigurd S. Orstad, Federal Grain, Ltd., & Northland Elevator Co., Ft. William, Ont.; E. G. R. Peterson, B. A. Eckhart Mfg. Co., Chicago, Ill.; P. C. Poulton, N. M. Paterson & Co., Ltd., Ft. William, Ont.; E. J. Raether, Union Elevator Co., Minneapolis, Minn.; Geo. J. Ryan, Calumet Elevator, Minneapolis, Minn.

G. J. Shaw, C. P. R. Elevator Co., Port McNicoll, Ont.; R. G. Sims, McCarthy Brothers Co., Duluth, Minn.; R. M. Sorenson, Interior Elevator, St. Louis Park, Minn.; C. E. Stover, Kellogg Elevator, Minneapolis, Minn.; H. W. Thoms, Stratton Grain Co., Milwaukee, Wis.; J. D. Waterbury, Stratton Grain Co., Chicago, Ill.; Clinton Weibe, Minneapolis, Minn.; A. A. Westling, Van Dusen Harrington Co., Minneapolis, Minn.; H. C. Wilber, A. E. Staley Mfg. Co., Decatur, Ill.; Grover C. Wilson, Consolidated Elevator Co., Duluth, Minn.; Paul Mucke, Minneapolis, Minn.; H. L. Heinrichson, Terminal Grain Corp., Sioux City, Iowa.

SUPPLY TRADE FIRMS were represented by: O. Auvinen and A. B. Osgood, The Day Co., Minneapolis, Minn.; Frank Hague and B. B. Bennisson, McKenzie-Hague Co., Minneapolis, Minn.; G. F. Butt, John S. Metcalf Co., Chicago, Ill.; Bennett Chapple, Sr., American Rolling Mill Co., Middletown, O.; R. J. S. Carter, Minneapolis, Minn.; C. C. Gray, V. L. Oliver, and Vic Olson, Superior Separator Co., St. Paul, Minn.; C. C. Ingraham, H. H. Van Ornum, Wes Strutt, Vic Reid and Edw. Schatz, Hart-Carter Co., Minneapolis, Minn.; Geo. R. Jones, Industrial Electric Co., Minneapolis, Minn.; S. C. Klaus, Seleny Thermometer Co., Chicago, Ill.; A. J. Lindquist, Cement-Gun Const. Co., Chicago, Ill.; A. McCarthy, Minneapolis, Minn.; C. C. Meyer, Kansas City, Mo.; Arthur Nelson, Minneapolis, Minn.; Harry B. Olson, Chicago, Ill.; S. N. Rhue, Pittsburgh Plate Glass Co., Milwaukee, Wis.; Henry Richardson, Richardson Scale Co., Clifton, N. J.; A. F. Shuler, Huntley Mfg. Co., Minneapolis, Minn.; Hill Shepherdson, Minneapolis, Minn.; S. M. Smith, Canadian Westinghouse Co., Ft. William, Ont.; B. A. Snarenberger, Fairbanks, Morse & Co., Minneapolis, Minn.; L. W. Steere, W. S. Nott & Co., Minneapolis, Minn.; I. H. Stockel, Benjamin Electric Mfg. Co., Minneapolis, Minn.; B. I. Weller, Weller Metal Pkts. Co., Chicago, Ill.; A. M. Woodside, Woodside Bros., Pt. Arthur, Ont.

Tenders for the construction of a number of grain elevators in the ports of Buenos Aires, Rosario, Villa Constitución, Ingeniero White and Quequen will be asked for within six months of April 20 by the Argentine ministry of agriculture.

The percentage quantity of the market receipts of corn of all classes, which graded No. 3 or better during May, 1936, was about 28 per cent less than the 3-year average for May, 1933, 1934 and 1935; also, the percentage which graded Sample grade during May, 1936, was about 15 per cent greater than the average for May during the preceding three years. This was occasioned by the development of damage and mustiness in many lots which had been harvested with unusually high moisture content and cribbed during the winter of 1935-36.—U. S. Dept. of Agriculture.

The annual Horse and Mule pulling contest at Wheaton, Ill., just west of Chicago, attracted an entry list of forty-one teams from farms in Illinois, Indiana, Wisconsin, Michigan, Ohio, Iowa and Utah. Eight team owners who competed last year are returning for a second try for top honors, two pairs of long eared mules being among the newcomers to take part in the contest. Officials of the weighing department of the Chicago Board of Trade, who weigh millions of bushels of grain in and out of storage in Chicago annually, tested the scales and weighed each team entered in the pulling events.

## Automatic Sampling of Grain

By P. C. POULTON

The "Automatic Grain Sampler" in use at the Canadian Head of the Great Lakes has proven an unqualified success. When one recalls that the average contents of a box car of grain today is nearly twice what it was 20 years ago, the average line mark 20 years ago was 50 inches of grain, today the average linemark is 78 inches. Which fact immediately calls to our attention the inadequacy of the "PROBE" to provide a truly 100% accurate sample of such a large parcel of grain as the present box cars contain.

Neither can a "CAUGHT SAMPLE" taken at the doors of a box car be entirely relied upon because track sheds are notoriously cold places in the winter time, and windy and dusty places at the best of times. It is under such conditions that the human element is apt to falter. A man sampler never did linger at a box car door longer than he could help and it has been our experience in the past not as long as he should have in many instances.

With the advent of the "Automatic Grain Sampler," all of the objections I have mentioned became non-existent, and all of its problems just passed out.

The "Automatic Grain Sampler" will help those of you who are interested to realize its benefits in the avoidance of losses to a Terminal Elevator from plugged cars and dockage inadequacies. When grain is running on a belt the "Automatic" is always at work. Its normal installation provides a 25 gram sample of each five bushels that pass it. It can be installed at any point between the tail pulley and the head pulley, however, the ideal location for its installation is at the head pulley where the grain leaving the belt is momentarily in suspension. This location permits of adjustments to permit the small aluminum cups which are on sprocket chains to pass up through the entire body of grain hence the indisputably perfect sample. Usually three sprocket chains are driven off the head pulley shaft with cups placed on the chains at 10 feet intervals. The type of installation assures that no matter how wide, narrow or deep the stream of grain may be, no portion of it can possibly evade the cups. The cups are made to discharge into a trough spouted to a divider.

The "Automatic Grain Sampler" has been installed in all the Elevators at the Canadian Head of the Great Lakes, all of the Government Terminal Elevators in Western Canada and many other private plants. The installation was not made compulsory by the Canadian Board of Grain Commissioners but that body made quite extensive tests of its adaptability and was so well pleased with its performance they strongly urged its installation and now it is in general use at the ports of Fort William and Port Arthur. It is operated in each elevator under Government supervision. Its use has positively eliminated all problems of sampling as between the supervising Government inspection and elevator operators.

Therefore, we must come to the conclusion that with an identical sample caught automatically, divided by an official divider, there can be no argument. The sample so caught at the terminal elevator, becomes a Government official and final sample.

A test of 5600 cars which had previously been given grades from probed sample gave the following results:

Grade: Raised, 21; Lowered, 29.

Dockage: Decreased, 38; Increased, 152 and with the above figures in mind, it must be stated that the Canadian Inspection Department make no change where differences do not exceed 1%.



## Waterproofing Concrete Bins

By S. N. RHUE, Milwaukee, Wis., before Society of Grain Elevator Superintendents.

The older the elevator is, the more rapid the deterioration becomes. Typical indications that disintegration is occurring consist of small and large cracks thruout the surface area, soft seams, surface spalling, honeycombs, exposed steel and natural wear.

Access of moisture to unprotected concrete causes alternate freezing and thawing, and because of this continued action over a period of years, the variation in expansion and contraction causes the formation of small and large cracks. Moisture getting into these cracks then causes corrosion of the steel framework, and it is not long before the elevator owner is confronted with the familiar condition known as "cancer," a progressive corrosion of steel reinforcement parts, with disintegration of the concrete surface inevitable.

Small or large balls of improperly mixed material then get behind the steel and push it out nearer to the surface of the concrete covering so that in many cases instead of having the necessary 3 in. protective layer, we have one inch.

Another one of the common causes for concrete disintegration is again due to improper construction methods. Pouring concrete seems like a relatively simple operation, when poured in sections is always accompanied by the formation of a scum or a pulpy gelatinous fluid which forms on the top of this poured section. When the next section is poured directly on this, the bond between these two sections is very poor and always results in a seam that is soft and subject to very early disintegration. The experienced operator will always cut this scum away by thoro wire brushing so that the succeeding concrete pours can bond thoro to the previously poured section.

Large cracks are always cut out to remove the disintegrated portions of the surface. These cuts should be made at right angles or nearly so and the cut-outs then filled with the non-shrinking cement into which a certain amount of iron oxide has been incorporated, depending on the size of the patch. The soft seam caused by the improper pouring of concrete must be dealt with in the same way.

Corroded steel that has appeared on the surface must either be cut out or the concrete must be removed behind it so that it may be pounded back into position after which the proper 3 in. protection of concrete can be applied.

After an exterior concrete surface has been properly aged for approximately ten months, it should be coated with a properly designed exterior waterproofing paint. If this has not been done and major repairs have become necessary, protecting the patched areas and preventing further disintegration become important problems which can only be solved by waterproofing.

**Waterproofing.**—Any oil paint, varnish or enamel will waterproof a porous surface to a considerable degree, but the necessity for the slow elimination of moisture from behind the dried paint film makes the use of a specially formulated paint product for this purpose extremely important.

In determining permeability, small circular concrete panels, 3.5 inches in diameter by ¼ inch thick, were cast in tin plated rings with a 3 to 1 concrete mixture of sharp, medium-sized sand and portland cement. Upon thoro setting and drying, the top surfaces of these panels were coated with the various waterproofing systems.

By carefully sealing water in a small tin

plated compartment under the bare concrete surface in one case, and under the painted surface in the other, the rates of moisture permeation in both directions, through the waterproofing system, were accurately determined by measuring the losses in the weights of the sealed systems every 24 hours.

It was found that the rate of outward permeation was double the inward, or 1 gram per square foot and ½ gram per square foot, respectively, in 24 hours.

Over 10,000 square feet, this means a daily outward diffusion of 22 lbs. of water from moist concrete in dry weather, and maximum absorption of only 11 lbs. of water through the paint film in extremely wet weather.

Since the outward permeability was approximately double the inward permeability and since in most climates there is a preponderance of dry weather, a properly waterproofed concrete surface undoubtedly dries out slowly and uniformly and remains so, thereby practically eliminating the disintegrating forces caused by rapid and large changes in moisture content which are known to break down the strongest natural stone formations.

Properly designed waterproofing systems, therefore, seem to uniquely combine waterproofing with controlled permeability, allowing more water to come out than to go in and allowing sufficient time for uniform distribution of absorbed moisture thruout the concrete, thereby minimizing failures.

Three surfaces were compared: One was a bare concrete surface, one a cold water painted concrete surface, and one an oil paint coated concrete surface.

The bare concrete showed an outward permeation of 1.52, inward 1.50; the cold water paint, outward 1.38, inward 1.37; the oil paint base, outward 0.10, and inward only 0.05.

**Costs.**—The concrete surface that has normally aged for 10 months can be waterproofed for approximately 6c per square foot because no extensive repairs are required. The concrete surface that has stood approximately 10 years requires extensive repairs and the cost of waterproofing is, therefore, approximately 10c per square foot, 4c of which covers the repair cost and 6c the painting cost. The concrete elevator surface that has stood 25 to 30 years requires more extensive repairs and the approximate cost of waterproofing is 18c per square foot, 12c of which covers the repair cost and 6c the painting cost. The size of the average tank or bin is 2500 to 4000 square feet, and the size of the complete elevator ranges from 40,000 square feet to 400,000 square feet of total exterior surface area. Taking the size of the average tank or bin at 2700 square feet, the following are the approximate waterproofing costs for elevators that have aged 10 months, 10 years and 25 years, respectively: \$162, \$270, \$486. These figures are on the basis of only a single tank or bin area. If the costs are figured on the basis of a 40,000 square foot area, which represents that of one of the smallest elevators in the country, these comparative figures become more impressive. They are as follows: 10 mos., \$2,400; 10 yrs., \$4,000; 25 yrs., \$7,200. Repairing and waterproofing costs, therefore, approximately double in 10 years and triple in 25 years.

The cost of completely waterproofing an elevator is sometimes considered so high that only a part of the waterproofing program can be carried through. This is certainly false economy. I have in mind an elevator on which 5,000 lineal feet of cracks developed. These cracks were patched in the proper way and the entire exterior surface left unprotected. Repairing these cracks was done at the rate of 50c per lineal foot so that the cost of repairing the entire 5,000 lineal feet was \$2,500. The entire exterior concrete surface of this ele-

vator is about 200,000 square feet, and to apply the two coats of paint to complete this waterproofing operation would have cost \$12,000. Adding this to the \$2,500 patching cost, we arrive at a complete waterproofing cost of \$14,500. Dividing this cost by the total exterior surface area of 200,000 square feet, we get a cost per square foot of 7¼c. If this complete waterproofing job had been done while the repair contractor had his tools, men and scaffolding in position, a saving of approximately \$750 could have been made. This, however, is a small amount, and it is not the important point to be considered. These unprotected exterior concrete surfaces will eventually deteriorate again and small cracks may even develop next to the patched areas that have just been completed. Periodic repairs will be necessary, and it won't be very long before the \$12,000 painting cost will have been more than offset by the cost of these periodic repairs.

**Advertising value** is measured by color brightness. The longer the sign maintains its color brightness, the longer it retains its advertising value. Certainly, the unsightly appearance of cracked and stained grain elevators could easily fall into the classification of poor advertising. Repairing and waterproofing these surfaces with oil paint would surely give them eye value, and eye value means public comment.

The Phoenix Joint Stock Land Bank of Kansas City on June 15 asked the Supreme Court to declare unconstitutional the 1935 Frazier-Lemke land mortgage moratorium act.

## Packing Effect as a Factor in Estimating Stored Grain

(Continued from page 504)

weight near the bottom of the bin is much greater due to the "packing effect." Also it is greater in large bins than in small bins. In other words a cubic foot near the bottom of a bin contains much more grain by weight than does a cubic foot near the top of the bin. The difference is so great it must be considered in estimating contents of bins in warehouse accounting.

Packing effect is caused by impact as the grain drops, and the pressure of the mass as it stands in the bin. Other factors are contributory to these two.

The velocity of any falling body dropped in space tends to increase as the square root of the height from which it is dropped until a speed is reached at which the frictional resistance of the atmosphere through which it is falling exactly equals the force of gravity. Thus the impact of grain striking the bottom of a shallow bin is less than that in a deeper bin. As the level of the grain in the filling bin rises succeeding quantities of grain fall a shorter distance.

Tests have shown the packing effect in grain to vary from zero to as high as 36 per cent.

Fifteen circular bins 23 ft. 6 ins. in diameter were filled with spring wheat testing 58.7 lbs. Five of these bins, 92½ ft. deep filled for 89 ft. of their depth, had each a volume of 31,061 Winchester bushels at that level; but due to packing effect contained additional bushels, actual weight, respectively 2,473; 2,537; 2,621; 1,449, and 2,534 bus., more than the theoretical contents based on test weight alone of, respectively, 33,534; 33,648; 33,682; 32,510, and 33,595 bus. actual weight.

By grouping large numbers of bins in which the test weights of rye averaged 58; 57.5; 57; 56.5; and 56 lbs., the average packing effect percentage was shown to be 8.19; 8.64; 9.43; 10.67; and 12.11%, respectively, proving that the rate of packing effect increases as the test weight decreases. These were concrete bins filled to a depth of about 101 ft.

Oats were filled into 12 rectangular wooden bins, the No. 2 oats of 30.4 test weight showing a packing effect of 21.33%, while the No. 3 oats of 27.98 lbs. test weight showed a packing effect of 26%.

# RANDOLPH GRAIN DRIERS

ASK THE MAN WHO HAS ONE

THAT'S ALL

WRITE FOR CATALOGUE

## O. W. RANDOLPH COMPANY

3917-21 IMLAY ST., TOLEDO, O., U. S. A.



# Grain and Feed Trade News

Reports of new firms, changes, deaths and failures; new elevators, feed mills, improvements, fires, casualties and accidents are solicited.

## ARKANSAS

Monette, Ark.—Harry Ray has bot the grist mill here formerly owned by Ted Osborn and has assumed charge of the business. He will repair the plant and put it in the best of condition.

## CALIFORNIA

Dos Palos, Cal.—The Holmes Warehouse Co. has just added to its equipment a portable grain and flax cleaner and seed treater which had been especially designed and constructed for that company.

Stockton, Cal.—Operations at the terminal elevator of the Stockton Grain Terminal Ass'n were suspended early this month when the unions demanded 75 cents an hour for workers, who had been receiving 60 cents an hour, and the terminal firm would not meet the demand.

## CANADA

Kingston, Ont.—James A. Richardson, pres. of James Richardson & Sons, grain exporters, with head office in this city, has made a tender for \$62,500 for a site on Catarqui Bay, west of here, and the finance com'te of the city council has recommended that his tender be accepted. Condition of the tender is that the successful bidder erect a grain elevator on the site within two years. The Richardson Co. has had a small elevator here for years.

## COLORADO

Denver, Colo.—The Colorado Grain Dealers Ass'n will hold a meeting in this city at the Shirley-Savoy Hotel on June 26, starting at 10:30 a. m.

Cortez, Colo.—The Cortez Milling Co.'s plant, with the exception of one small building, burned in the early hours of May 23; partly insured. All equipment, including newly installed scales, was destroyed. The mill was operated by Mrs. Robert Bryce and Keene McGalliard.

Vona, Colo.—Burglars broke into the Snell Grain Co.'s elevator during the night of May 25, but failed to open the safe, which contained no money, the damaging the combination beyond repair in trying to open it. The front door of the elevator was broken open with tools to gain entrance.

Denver, Colo.—Rapid progress is being made on the new 1,200-barrel mill and 400,000-bu. grain storage under construction for the Omaha Flour Mills, as reported previously in the Journals. The new plant, designed by Horner & Wyatt, follows a modernistic design. It is to be completed by Aug. 1.

Fort Morgan, Colo.—We have leased all of the Donnen Bros. holdings here in Fort Morgan, which include bean elevator, grain elevator and office building, warehouses and coal sheds. We will be operating both wholesale and retail in beans, grains and seeds.—Jacks Bean Co., by T. E. Duncan.

## ILLINOIS

Carman, Ill.—W. H. Babcock is the successor to the firm of Howell & Babcock.

Decatur, Ill.—The A. E. Staley Mfg. Co. will erect a \$92,000 plant to process soybeans at this point.

Alvin, Ill.—George L. Meritt has completed the addition of a style "D" McMillin Wagon & Truck Dump.

Ava, Ill.—The Randolph Milling Co. is equipping its driveway with a new overhead electric Howell Truck Lift.

Bellflower, Ill.—Am installing a 20-ton, 34-foot platform Howe Truck Scale. J. Provine has the contract for same.—Clarence D. Johnson Co.

Robey, Ind.—A 1,000-bu. Randolph Drier has been installed in the new drier building of the American Maize Products Co. The Jas. Stewart Corp. engineered the job.

Stillman Valley, Ill.—The Griffith Lbr. Co., which operates an elevator at this point, has recently installed an electric worm gear overhead traveling K. C. Truck Dump.

Campus, Ill.—George E. Walsh, grain dealer of this place, died in a Bloomington hospital following an operation, on June 6, at the age of 60 years. Mr. Walsh had been in the grain business here for 22 years.

Streator, Ill.—A meeting of the grain trade of the Streator territory will be held at the Plumb Hotel, Streator, June 25, 6:30 p. m. Harvest time will soon be here and there are a number of matters of mutual interest to be discussed.

Fordwood, Ill.—The elevator of the Hasenwinkle-Scholer Co. at this location was totally destroyed and the detached steel tanks badly damaged by a fire originating from some unknown cause late in the afternoon of June 15.

Freeport, Ill.—H. A. Hillmer's grain office was broken into over the week end of June 6, a piece of rock being used to break the glass above the lock on one of the windows to gain entrance. Nothing of value was taken.

Springfield, Ill.—The Supreme Court of Illinois on June 10 held the Illinois fair trade act to be constitutional, affirming an injunction restraining Carl W. McNeill, Chicago, from selling advertised brands of whisky at less than agreed prices.

Strawns Crossing (Jacksonville p. o.), Ill.—Clyde E. Cox & Son, who operate the Lewis elevator at Alexander, have leased the elevator here and will operate it this season. A new scale and truck hoist are being installed by the owner, Mrs. Helen Walton.

Putnam, Ill.—Mrs. Bessie Hagle has leased her grain elevator here to the Terminal Elvtr. Co., of St. Louis, effective July 1. Mr. Reeder, who operates the Terminal Co.'s elevator at Lacon, will be supervising manager, and "Bud" Chesney will be local manager.

Witt, Ill.—Henry Ernst, member of the firm operating as the Paisley Mill & Elvtr. Co., has filed suit for dissolution of the partnership between himself and Charles P. Zimmer, and for an accounting. He asks that the property be sold and divided according to law.

Stonington, Ill.—The Farmers Grain Co., of this place and Blue Mound, at one time owner of extensive elevator properties in this section, has discontinued business and dissolved its corporation. The company has not been actively engaged in business for the last five years and has been gradually disposing of its assets during that time.

Danvers, Ill.—The Danvers Farmers Elvtr. Co. has let contract to Quick & Son for the construction of a new elevator, to be 31x34 feet and 78 feet high, of concrete and steel construction, having a capacity of 36,000 bus. After the completion of the new elevator, the old one will be taken down and the lumber used to build a 5,000-bu. crib for ear corn.

Alton, Ill.—A new firm, known as Sparks Flour Mills, E. M. Sparks manager, has taken over the milling property of the Sparks Milling Co. (which, as reported recently in the Journals, voted to discontinue business after 30 years of operation) under a rental arrangement, and is now operating the plant here, manufacturing flour and millfeeds. The new firm will have the right to use the brands of the Sparks Milling Co.

Williamsburg, Ill.—Elvin Atherton has recently installed a new truck hoist and a 15-ton scale at his elevator.

Chester, Ill.—Building work on the new 100,000-bu. re-inforced concrete receiving elevator for local wheat, constructed for the H. C. Cole Milling Co. by the Ryan Const. Co., as reported in the Apr. 8 Journals, has been completed. Machinery is now being installed and it will be ready for operation by July 1. Machinery includes three legs, boots and spouting, two Eureka Grain Cleaners, two McMillin Traveling Truck Lifts and a Fairbanks Hopper Scale. The plant was designed by Horner & Wyatt.

Woodhull, Ill.—One of the Woodhull Elvtr. Co.'s two elevators here burned at 3:15 a. m. June 11, the fire originating in the cupola; loss, \$20,000; partly insured. The elevator was partly filled with corn and oats and had a capacity of 20,000 bus. Firemen succeeded in saving the office building and other nearby structures, confining the fire to the elevator, mill house and shed. The company immediately started equipping its west end elevator (which has not been in full operation in recent years, being used principally for storage) for carrying on its business.

## CHICAGO NOTES

Jesse L. Livermore has sold his membership in the Chicago Board of Trade.

Board of Trade memberships are selling for \$4,300, a decline of \$300 over the preceding sale.

The piling for the new elevator being built for Spencer Kellogg Co. by the Jas. Stewart Corp. has been driven and the pouring of concrete will start this week.

The old elevator of the Fleischmann Malting Co. on 51st Place is being overhauled and up-to-date machinery installed, the Jas. Stewart Corp. having the contract.

Charles Sincere & Co. recently opened a branch office in the Palmolive Bldg., with John P. McHale, who has been with the firm for the past 12 years, as manager.

Lucius A. Calkins, a member of the Chicago Board of Trade for over 50 years, died at his home in Evanston on June 18, at the age of 75 years. After being with several grain commission firms, Mr. Calkins entered business on his own account in 1899 as a member of Wrenn, Calkins & Egan. Later he organized L. A. Calkins & Co.

The Wabash Railroad has been authorized by the Illinois Commerce Commission to sell its 900,000-bu. elevator at 104th St. and the Calumet River, formerly known as the Rialto Elvtr., to General Mills, Inc., for \$700,000 cash. The receivers of the railroad had already obtained permission from the Federal Court to sell the elevator.

James C. Murray, vice-pres. of the Quaker Oats Co., together with William Crawford and wife, of California, guests, were injured, early in the morning of June 16, while on their way to Mr. Murray's home in Kenilworth, a suburb of Chicago, when the automobile in which they were riding blew a tire, crashed into a tree and overturned on the Outer Drive at Webster Ave. The car was badly wrecked. The occupants received treatment at the Columbus Hospital. Mr. Murray sustained rib fractures.

The Backus suit which has been kicked about in the courts for three years was finally dismissed June 15 by Judge Barnes. E. W. Backus, of Minneapolis, sold corn short in 1923 and was squeezed on 950,000 bus. that he could not deliver. It cost him \$300,000; and the suit sought recovery of \$1,000,000 damages from G. F. Swift, Jr., Herbert J. Blum and Allen W. Moore, who had corn bought. The Board of Trade investigated and found there was no corner and no conspiracy.



Lewis T. Sayre, who underwent an operation at the Presbyterian Hospital, has improved sufficiently to return home, and after treatments is expected to be in better health than ever.

## INDIANA

Gilman, Ind.—Goodrich Bros. Co. has installed a six-cylinder International power unit.

DeSoto, Ind.—L. E. Leavell has purchased a ten-ton Sidney Special Mixer for his elevator.

Crete (r. f. d. Lynn), Ind.—Henry Bowen has purchased the Fred Elliott elevator at this station.

Martinsville, Ind.—The Branch Grain & Seed Co. recently installed a Senior Blue Streak for cutting corn.

Jasper, Ind.—A. M. Bohnert & Son are equipping their elevator with a new overhead electric Howell Truck Lift.

Thorn Hope, Ind.—Farmers Grain & Supply Co. has purchased a hammer mill feeder from the Sidney Grain Mch. Co.

Bourbon, Ind.—Eugene Krause has bot the Bourbon Elvtr. & Feed Mill here and will operate it as the Bourbon Grain Co.

Sheridan, Ind.—We installed a new feed mixer, also a new Dodge truck for handling grain and feed.—Sheridan Milling Co.

Dixon, Ind.—The D. W. Long elevator, in addition to a new scale and hoist, has been given a beautiful new coat of aluminum paint.

Inwood, Ind.—The property of the Inwood Grain Co., purchased by Eugene Krause some time ago, has been leased to the former operators.

Auburn, Ind.—Roscoe Walter, operating as Walter Grain Co., will add a new scale, warehouse, cob house and office to his elevator immediately.

Flat Rock, Ind.—Floyd E. Wagoner, of Waldron, Ind., has leased the Flat Rock Elvtr. here, which he will open soon, handling feeds and coal as sidelines.

Bicknell, Ind.—The rear of the concrete block building recently purchased by the O. L. Barr Grain Co. has been extended to allow more storage room for farm equipment handled by the company.

Portland, Ind.—Completed new grain elevator today, June 12. It handles grain and beans with more speed, more efficiently, with less cost and less noise than any equipment that has yet been brot to our attention.—E. M. Haynes, Haynes Milling Co. [Another report says that C. P. Dillman installed a new type B dump in the new elevator, which has previously been described in the Journals.]

Indianapolis, Ind.—Recent new members of the Indiana Grain Dealers Ass'n are Syler & Syler, Plymouth; Amboy Grain Co., Amboy; Ura Seeger, Marshfield (three additional stations).

Lawrenceburg, Ind.—Improvements now being made at the Lawrenceburg Roller Mills plant which will facilitate the cleaning of grain and the unloading of cars and trucks include a new grain separator, which cleans the grain when it is unloaded, a new electric overhead dump, a new pit which will hold a car of wheat, and a new power shovel. The work will be completed before the arrival of the busy season.

Decatur, Ind.—The Central Soya Co. has let a contract for a 500,000-bu. elevator, to be built adjacent to its present storage. The working house will be 30x54 feet, 150 feet high, with three legs, cleaners and grinders. The storage will consist of 10 tanks, 26x110 feet, with interstices. An additional drier with a capacity of 1000 bus. per hour will be installed. The new house will be completed Sept. 15 and will give the company a total storage of 1,000,000 bus. The new building was designed and will be constructed by the Indiana Eng. & Const. Co.

Fortville, Ind.—G. A. Pritchard, president of the Indiana Grain Dealers Ass'n, was very painfully, tho fortunately not critically, injured in an automobile accident on June 15. In going around a truck on the road, something went wrong and Mr. Pritchard's car went into the ditch, turning over two or three times. He was badly cut on the head and face, and his right side pained him so severely (due probably to torn muscles) that it was impossible for a time to take him to Indianapolis for X-ray pictures. The local doctor tho that no bones were broken, which seems nothing short of a miracle.

## IOWA

Conway, Ia.—Cooper Bros. elevator burned June 10; loss, \$2,500. The grain was insured.—Art Torkelson.

Adair, Ia.—We plan to remodel our elevator at this station, putting in a new driveway.—Davenport Elvtr. Co.

Livermore, Ia.—James Elder has been appointed manager of the Farmers Elvtr. Co.'s elevator here, taking charge June 15.

Emmetsburg, Ia.—We have just recently opened a track grain buying office at this point, with Mr. Shaw in charge.—Davenport Elvtr. Co.

Ottosen, Ia.—A mixed feed department has been added to the elevator business of the Farmers Co-op. Elvtr. Society and a half-ton mixer installed.

Fredericksburg, Ia.—The Kunz Grain Co.'s elevator building, corn cribs and stock has been purchased by the Fredericksburg Produce Ass'n.

Burlington, Ia.—Joseph Eicher, of Council Bluffs, has leased a building here in which he will open a puffed wheat and puffed rice plant.—A. T.

Milford, Ia.—A new leg will be put in the elevator belonging to Stockdale & Hankins, and other repairs taken care of as a part of the work that is being done at this station by the T. E. Ibberson Co.

Wauke, Ia.—H. Dallam & Son, who formerly operated a truck business here, have taken over the local Des Moines Elvtr. Co.'s plant and are now operating it, handling grain, feed and coal.—Art Torkelson.

Lohrville, Ia.—While painting the tower of the Farmers Elvtr. Co.'s elevator here, on June 11, Ray Hanson fell, dying a few hours later in the hospital. Both arms and legs were broken and his body badly crushed.—A. T.

Swea City, Ia.—The Quaker Oats Co., which owns two elevators at this station, is moving one elevator over to its main plant and using same for storage, and is remodeling its plant. The T. E. Ibberson Co. is doing the work.

Iowa Falls, Ia.—C. R. Boots, 47 years of age, passed away here June 15, burial being at Hampton, Ia. For a period of years he has been in the grain business in northwestern and central Iowa, the Dakotas and Nebraska.—Art Torkelson.

Buckingham, Ia.—The Buckingham Grain Co. reported one of the best years in the history of the company for the year just ended. Its annual meeting was held last week when a 20% dividend was declared. Geo. Beenken is the manager.—Art Torkelson.

Varina, Ia.—W. G. Daugherty has given a contract to the Roberts Const. Co. for the erection of a 45,000-bu. elevator, replacing his recent fire loss by lightning. It will have corrugated steel roof and side covering and is to be completed by July 20.—Art Torkelson.

Sloan, Ia.—E. M. Stoddard has leased his two elevators here to the Arnold Grain Co., of Blencoe, which will take possession July 1. Mr. Stoddard has retained the scale office near Elvtr. B. for an office. He has been engaged in the grain business in Sloan for many years.

Desoto, Ia.—The Riley Grain Co. recently installed a new dump, put grates in the elevator driveway floor, resingled part of the elevator roof and all of the office with composition fire-proof shingles, placed new planking on the outside scale platform and made some other minor repairs.—Art Torkelson.

Midvale (Kelley p. o.), Ia.—The Midvale Grain Co. has recently built a new driveway floor and added some pillars in its plant. At the same time, it installed a new scale planking at the office scale. Aluminum paint was put on the plant, which brightens it up considerably. Omer Sheldahl is the manager.—Art Torkelson.

Wellman, Ia.—Employees of the feed plant of the Maplecrest Turkey Farms and their families were the guests of A. C. Gingerich, pres of the organization, at a recent picnic, which was attended by 175 persons. A ball game, supper, which included fried chicken and everything else that could be thought of, and a program of music and speaking made up the entertainment.

Clear Lake, Ia.—The new feed mill and its equipment which has been put into operation here for the Farmers Co-op. Co., is a very complete one. Equipment consists of an attrition mill having two 40-h.p. motors, cob crushers and crackers, a corn cracker and grader, a 2,000-lb. Strong-Scott Batch Mixer and a Strong-Scott Magnetic Separator and Scalper. Fairbanks-Morse Motors were used thruout the plant. The T. E. Ibberson Co. had the contract for this work.

Des Moines, Ia.—Installation of machinery in the 250,000-bu. storage addition to the headhouse of the elevator of the Inland Milling Co. has been started by the contractors, the Jones-Hettelsater Const. Co. The new concrete annex is connected to the headhouse by a bridge. An additional transfer leg is being installed in the headhouse to serve the new unit. The machinery, leg, anti-friction conveyors and trippers were supplied by J. B. Ehrsam & Sons Mfg. Co. The annex has eight tanks with interstices bins.

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Royal, Ia.—The 60,000-bu. elevator of the Quaker Oats Co. burned at 4:45 a. m., June 9; loss, approximately \$30,000; insured. Over 30,000 bus. of grain was burned, also all books and records and machinery and equipment. About 20,000 bus. of grain was not burned, but it was badly smoked and watersoaked. The Hale-Lerigo elevator near by escaped the flames, due to the direction of the wind.—Art Torkelson, with Lamson Bros. & Co.

Pierson, Ia.—The Farmers Co-op. Elvtr. Co. at this station has awarded the contract to the T. E. Ibberson Co. for the erection of a new elevator to replace the recent fire loss. The new elevator will be divided into 18 bins and will have 11x6 D.P. Buckets. It will be built so as to have a cross workfloor. A feed mill will be built along with the elevator, having a number of bins, legs and mechanical equipment such as mixers, feed mill, cracker, crusher, etc. A large store building will be built for displaying and for use as a sales room. Two warehouses will be erected, one on each side of the feed mill building, as well as a large warehouse which will be attached to the side of the elevator. Cleaning equipment will be installed, Carter Cleaners being used in the elevator. A Roscoe Oat Huller will be provided also. Fairbanks Receiving Scales and Richardson Automatic Scales for shipping will be used.

## KANSAS

Little River, Kan.—The Burke Grain Co. has installed new grain unloading equipment.

Levant, Kan.—G. W. Querry has returned here to take charge of the Shannon Grain Co.'s elevator.

Della, Kan.—Frank Motyak has contracted with the Ernest Eng. Co. for installation of an all steel air truck lift.

Vermillion, Kan.—The Derby Grain Co. has leased the Ingran elevator. S. M. Jones has been appointed local manager.

Monmouth, Kan.—The Crawford County Farmers Union Co-op. Ass'n's plant was damaged by windstorm on June 6.

Isabel, Kan.—The Farmers Elvtr. Co. has purchased a new Strong-Scott Dump from the White Star Co. for its elevator.

Jamestown, Kan.—The Morrison-Gregg-Mitchell Grain Co. has had an overhead truck lift installed in its local elevator.

Rossville, Kan.—The Berry Grain Co. has recently installed an electric worm gear overhead traveling K. C. Truck Dump.

Plainville, Kan.—The Morrison Grain Co. has just completed putting new concrete bottoms in all the hopper bins of its elevator.

Cedar, Kan.—An overhead truck lift has been installed in the driveway of the Morrison-Gregg-Mitchell Grain Co.'s elevator.

Codell, Kan.—Electric power has been installed to replace gasoline power in the local elevator of the Morrison-Gregg-Mitchell Grain Co.

Sylvan Grove, Kan.—The Robinson Elvtr. Co.'s elevators at this point and at Zurich, Kan., sustained windstorm damage late last month.

Bellaire, Kan.—The Derby Grain Co., of Topeka, has leased the Dillon-Conn Grain Co.'s elevator at this point. Ben McCormick will be manager.

Caldwell, Kan.—Wind damaged the plant of the Consolidated Flour Mills Co. early this month.

Cherryvale, Kan.—The N. Sauer Milling Co. sustained damage to its electrical equipment on June 2.

Belle Plaine, Kan.—The Belle Plaine Elvtr. Co. has bot a 10-ton truck scale for its elevator here, same being purchased thru the White Star Co.

Mount Hope, Kan.—Wolcott & Lincoln have leased the Howard Grain Elvtr., and with E. P. Graves as local manager will buy grain here this year.

Albert, Kan.—R. C. Daniels, manager of the Farmers Elvtr. Co.'s elevator here for the past eight years, has taken a similar position at Sylvia, Kan.

Osborne, Kan.—The Robinson Elvtr. Co. will install an all-steel Kewanee Pneumatic Truck Lift and a steel grate. Ben Munson & Sons have the contract.

Macksville, Kan.—The elevator of the Kansas Milling Co. has been improved by a new cement basement. A new feed and flour warehouse was built also.

Chanute, Kan.—The Wickard Grain Co. has improved its elevator equipment by the addition of an electric worm gear overhead traveling K. C. Truck Dump.

Dresden, Kan.—I and my father, O. F. Lohofener, of Oberlin, Kan., have leased the Jim Schroer grain elevator here for the coming season.—Harold O. Lohofener.

Lorraine, Kan.—Cecil Newsome, of Kanopolis, was recently appointed manager of the Red Star Milling Co.'s elevator at this point, and has moved his family here.

Wichita, Kan.—A. B. Anderson, former vice-pres. of the Red Star Milling Co., has organized the A. B. Anderson Flour Co. to do a brokerage business in millfeeds and flour.

Sylvia, Kan.—The Midwest Grain Co. has appointed R. C. Daniels, formerly manager of an elevator at Albert, Kan., manager of its elevator, succeeding C. P. Waggener.

Fowler, Kan.—The A. R. Upp Grain Co. and the Geo. E. Gano Grain Co. of this city have consolidated. All business will be transacted from the Gano office, with A. R. Upp in charge.

McCune, Kan.—David Baker, who was associated with his father for some time in the operation of the Farmers Union elevator, has leased the Stewart Grain Co.'s elevator for one year.

Menoken (r. d. Topeka), Kan.—Merrillat Bros., of Silver Lake, Kan., have opened their elevator here, with E. P. Brown in charge. They will do a general grain business, also feed, hay and coal.

Greenleaf, Kan.—The Farmers Co-op. Elvtr. Co. has appointed L. J. Hoover, who has been serving as temporary manager of the elevator since the death of Dan McGrath, permanent manager.

Barnard, Kan.—The Morrison-Gregg-Mitchell Grain Co. has bot the Robinson elevator here to take the place of the elevator that burned, and has installed B. A. King, its old agent, as manager.

Delphos, Kan.—We are installing a Boss Air Blast Car Loader, 36-inch fan, run by 10-h.p. motor. Are also installing roller bearings on the jackshaft at the elevator head.—Lord Grain Co., C. L. Cain, mgr.

Bunker Hill, Kan.—The driveway of the local elevator of the Robinson Elvtr. Co. is being rebuilt by Ben Munson & Sons. A Kewanee Pneumatic Truck Lift and a grate and steel pan are being installed.

Hutchinson, Kan.—Kansas Farmers Co-op. Ass'n (until its annual convention in April known as the Farmers Co-op. Grain Dealers Ass'n of Kansas) has been incorporated, with a capital stock of \$1,000.

Hutchinson, Kan.—The C. D. Jennings Grain Co. (an old, established company) has been incorporated; capital stock, \$250,000; no changes will be made in the organization and stock will not be sold to the public.

Topeka, Kan.—A local meeting of grain dealers in the Topeka area was held at White Lakes, south of here, the evening of June 18. Sec'y-elect Moyer, of the Kansas Grain Dealers Ass'n, was present and took an active part in the proceedings, as did Honorary Sec'y E. J. Smiley.

Della, Kan.—A new Bender overhead truck hoist is being installed in the local elevator of the Derby Grain Co. by Ernest Eng. Co. The elevator, formerly operated as the Della Grain Co., was bot last spring. D. B. Woodley is the manager.

Hutchinson, Kan.—Recently elected officers of the Hutchinson Board of Trade are as follows: Pres., H. A. Davis; vice-pres., P. M. Clarke. Directors: C. D. Jennings, R. C. Davidson, J. V. Fleming, A. Estes, E. E. Shircliff, C. C. Kelly and D. B. Frazee.

Wichita, Kan.—The Yancey Grain & Elvtr. Co., incorporated; capital stock, \$50,000; incorporators: G. G. Yancey, H. H. Spencer and W. H. Allen. The new company, which is a member of the Wichita Board of Trade, will handle consignments and mill orders. Elevator and office are on 18th St.

Salina, Kan.—The election of officers of the Salina Board of Trade, held June 9, resulted in renaming John J. Vanier pres. and Byron Lynch vice-pres. Two directors, E. C. Wyatt and J. J. Owens, were also re-elected, and three new directors chosen: B. K. Smoot, J. D. Tinklepaugh and E. Morgenstern.

Lincoln, Kan.—Woodrow Wilson is the new manager of the Farmers Elvtr. Co.'s elevator, having signed a year's lease June 1. He has been working at the elevator with George Sorenson for the past three years. Mr. Sorenson, who purchased the elevator three years ago, will continue his farming operations north of Lincoln.

Zimmerdale (Newton p. o.), Kan.—Lloyd Nebergall, a young farmer, has purchased the Co-op. Elvtr. Co.'s elevator, the sale being made thru sealed bids and he being the highest bidder. The elevator has been in operation for many years as a co-operative. Mr. Nebergall closed the elevator for two weeks for necessary repairs, then re-opened it.

Mullinville, Kan.—Work on the new 50,000 bu. re-inforced concrete elevator, described in detail in the May 13 Journals, under construction for the Co-op. Equity Merchandising Exchange by Chalmers & Borton, is progressing satisfactorily. Pouring of cement for the four tanks was completed by the first of this month, and the forms set for the headhouse.

Glasco, Kan.—The Morrison-Gregg-Mitchell Grain Co. has let the contract to Ben Munson & Sons for the installation of modern leg equipment in its elevators at this point and at Waldo, Kan. Direct-connected geared Clow-Winter Head Drives and Fairbanks-Morse Motors will be used, replacing gas engine power. All machinery is being supplied by R. R. Howell & Co.

Cheney, Kan.—The Morrison-Gregg-Mitchell Grain Co. has bot the elevator of the Home Grain Co., which has been under lease to the Hart-Bartlett-Sturtevant Grain Co. for the last two years, and is retaining Al Willard as manager. The elevator is being improved with construction of 5,000 bus. additional storage space, which will bring the total storage to 20,000 bus.

Ellsworth, Kan.—The Central Kansas Mill & Elvtr. Co. of Salina, has recently taken over the Lee Mill and elevator here, also the Lee elevators at Jansen, Lorraine and Frederick. Tom Ewing, formerly manager of the Ellerswick Farmers Elvtr. Co.'s elevator, has been made supervisor of the Central Kansas Co.'s elevators in this section of the state. Harlan Tucker will continue as manager of the local elevator.

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Cherryvale, Kan.—The Cherryvale Grain Co., which changed ownership last March, as reported at the time in the Journals, continues to operate under the same firm name, with H. B. Warner as the new manager.

Under the auspices of the Kansas Grain, Feed & Seed Dealers Ass'n, group meetings of grain, feed and seed men were held at the following points in Kansas this month (one being held in Nebraska): June 15, Pratt; June 16, McPherson; June 17, Iola; June 18, Topeka; June 19, Atchison; June 22, Marysville; June 23, Downs; June 24, Superior, Neb. On June 25 a meeting will be held at Norton. At each of the meetings a 7 o'clock luncheon was served at a reasonable price. Short talks were given, of interest to those attending, and free and informal discussion of every-day problems.

Atchison, Kan.—The new industrial alcohol manufacturing plant of the Bailor Mfg. Co., which is backed by the Chemical Research Foundation of New York, and is the first plant to be built for the sole purpose of manufacturing alcohol to be blended into gasoline, is rapidly nearing completion and is expected to be in operation by July 1. The plant will have capacity to manufacture 10,000 gallons of alcohol per day, and expects to use 4,000 to 4,500 bus. per day of corn raised within a 50 mile radius. Officials of the company are W. C. O'Brien, pres.; G. W. Harlan, vice-pres., and W. C. Thomas, sec'y-treas.

#### DODGE CITY, KANS.

A claim and traffic department is being organized by the Kansas Grain, Feed & Seed Dealers Ass'n. We have available the services of an expert claim and traffic man who, thru this office, will handle claims for members of the ass'n.—J. F. Moyer, sec'y.

The Dodge City Terminal Elvtr. Co.'s office has been moved from the First National Bank Bldg. to the office of Claude M. Cave, on Second Ave., who will look after the company's interests, succeeding J. F. Moyer, recently elected sec'y of the Kansas Grain, Feed & Seed Dealers Ass'n. Mr. Cave is a director of the ass'n.

The Kansas Grain, Feed & Seed Dealers Ass'n has moved its offices from Topeka to Dodge City following the election of J. F. Moyer, local grain man, to the position of sec'y at the annual convention of the ass'n at Salina last month. E. J. Smiley, sec'y for nearly 40 years, tendered his resignation at the annual meeting and was made honorary sec'y for life in recognition of his long and faithful services.

An explanation of the change in the name of the ass'n is probably due those who did not attend the 39th annual convention at Salina last month. The membership voted to use the name "Kansas Grain, Feed & Seed Dealers Ass'n," admitting into the ass'n such dealers as our new name indicates, as many of our problems are identical, many allied dealers desiring the services of this organization to help them solve some of their major problems.—J. F. Moyer, sec'y.

#### KENTUCKY

Adairville, Ky.—The L. A. Dawson Mills have installed a meal mill in their warehouse.

Rineyville, Ky.—Sorrrell Bros., of Bardstown, Ky., have bot the mill at this point from the First-Hardin National Bank, and will put it into operation. The last operator of the mill was J. B. Cooper.

Ashley, Mich.—Burglars blew open the safe in the Rockafellow Grain Co.'s elevator office during the night of June 12, wrecking furniture in the room and shattering one window. They took about \$120 in cash and every document and paper in the safe, practically all of which had no value to any one but the company.

#### MICHIGAN

Montgomery, Mich.—Tri-State Co-op. Ass'n has installed a combined sheller and cleaner from the Sidney Grain Mch. Co.

Louisville, Ky.—Ballard & Ballard Co.'s Barrett St. feed warehouse was totally destroyed by fire of unknown origin on June 12. A small amount of sacked feed that was in the warehouse was practically destroyed. Loss, \$100,000.

Hopkins, Mich.—Charles G. Reissing, for over 20 years manager of the Hopkins Elvtr. Co.'s elevator here, died June 8, at the age of 66 years.

Grand Blanc, Mich.—The coal sheds, hay warehouse and cider mill of the Grand Blanc Co-op. Elvtr. Co. were destroyed by fire originating in the hay warehouse, on June 5. There was some slight damage to the feed mill and office also.

Elkton, Mich.—The Riley-Quinn elevator, which was erected about a year ago, burned during the night of June 9; loss, \$16,500; partly insured. The building was valued at \$6,000, Mr. Quinn's personal property within it at \$3,500 and the stored beans at \$7,000. It is planned to rebuild the elevator at once.

Edwardsburg, Mich.—Mr. and Mrs. J. M. Wendt, who have been operating the local elevator for the Central Michigan Grain Corp. for the past five years, have leased the property and purchased the business and will continue to operate the plant, as in the past. Improvements in the machinery and equipment of the elevator are planned.

Lansing, Mich.—A new firm, known as Stickle-Swift, Inc., has been formed by Bruce A. Stickle, who has operated a bean buying business for a number of years, and Lee M. Swift, for years in the grain business, and a grain and bean business will be conducted. Mr. Swift has resigned as vice-pres. and director of the Ryon Grain Co., of this city, with which he has been connected for the past 12 years. The business of the new firm will be carried on in the offices of Mr. Stickle, on the 18th floor of the Olds Tower.

#### MINNESOTA

Cannon Falls, Minn.—The J. G. Dill Co.'s elevator on the North Side is being remodeled.

LaFayette, Minn.—LaFayette Farmers Elvtr. Co.'s elevator sustained damage by wind recently.

Breckenridge, Minn.—J. J. Brady has installed a new 15-ton scale in his elevator at this point.

Wheaton, Minn.—The Monarch Elvtr. Co. has had a new 20-ton scale, 26 feet in length, installed in its local elevator.

New Ulm, Minn.—A terminal board caught fire in the mill plant of the Eagle Roller Mill Co., doing slight damage, early in June.

Kiester, Minn.—The Farmers Elvtr. Co. is replacing its old coal sheds with a new one, of wood construction, ironclad, to be 16x80 feet.

Revere, Minn.—The Revere Farmers Elvtr. Co. is having the T. E. Ibberson Co. make repairs to the distributing system in its elevator.

Morgan, Minn.—A new Strong-Scott Dump will be installed at the Eagle Roller Mills Co.'s elevator. The T. E. Ibberson Co. will do the work.

Edgerton, Minn.—The Farmers Co-op. Ass'n has installed a new 15-ton Fairbanks Motor Truck Scale, purchased thru Ed Mueller, of R. R. Howell & Co.

Morton, Minn.—The office of the Farmers Elvtr. Co.'s elevator has been enlarged by the addition of a 12x12 room. Also a 10x50-foot corncrib has been completed.

Tracy, Minn.—An office has been opened here in the building formerly occupied by the First National Bank for the Mullin & Dillon grain commission firm, of Minneapolis, by C. W. Krogstad.

Alden, Minn.—The Morin Mills have started operations again, having doubled their former capacity. The meal will be trucked to Minneapolis and St. Paul and delivered to the Northrup-King Co.

Triumph, Minn.—We are putting in a 20-ton scale and two dumps and making other repairs. Spending about \$2,000. V. W. Zweber & Co. are doing the work.—Farmers Elvtr. Co., James Meehan, mgr.

Heron Lake, Minn.—Extensive remodeling operations are in progress at the plant of the Farmers Co-op. Elvtr. Co. Major improvements include two direct-connected geared Clow-Winter Head Drives, two Howell Radial Distributors and three Fairbanks-Morse Motors, all furnished by R. R. Howell & Co.

Minneapolis, Minn.—The Atkinson Milling Co. has given the contract to the Barnett Record Co. for the construction of a penthouse addition to its plant, one story, 20x22, to be completed by July 15 and to cost \$3,000.

Wabasso, Minn.—Russell LaCroix, manager of the National-Atlas Elvtr. Co.'s elevator at this point for the last 16 months, has resigned and returned to his home in St. Peter. He has been succeeded at the elevator by O. T. Lande, of Jackson, Minn.

Minneapolis, Minn.—The Hixon-Gannon Co., Inc., is a new grain commission firm just organized here by C. S. Hixon, pres., who was with the Tenney Co. for 23 years; L. J. Gannon, treas., also with the Tenney Co. for 23 years; Paul Woywode, sec'y; C. W. Hughes, ass't treas., and Knute Melby, ass't sec'y. Offices are in the New Chamber of Commerce. The new firm is a member of the Minneapolis exchange.

Argyle, Minn.—The McCabe Bros. Co., of Duluth, has awarded contract to the T. E. Ibberson Co. for the erection of its new 35,000-bu. elevator at this station, which will be equipped with two legs, a Winter Head Drive and Gerber Double Distributors. There will be a Big "4" Cleaner on the workfloor and other cleaners and hullers installed. A large office building is being built and feed mill equipment will be provided for. The work has been started.

Wheaton, Minn.—The Wheaton Farmers Elvtr. Co. is enlarging its elevator by the addition of the main part of the elevator formerly owned by E. G. Hammond, which it bot some time ago from the Milwaukee Railroad and which had previously been closed. The company is taking down a part of its own building and joining part of the moved Hammond elevator to it, giving it a house of approximately 55,000 bus. The company is also installing a new 20-ton truck scale.

Cannon Falls, Minn.—Work has been started on the new elevator being built here for the Farmers Elvtr. Co. by the T. E. Ibberson Co. The elevator being wrecked has been in use for close to 60 years. The local manager, Fred Anderson, was buyer here for 51 years. Mr. Anderson died on June 4 and has been succeeded by A. C. Stolte, who formerly was a grain buyer at Blue Earth, Minn. The T. E. Ibberson Co. has a crew of men working and the elevator will soon be completed.

#### DULUTH LETTER

Duty has been paid recently on over 150,000 bus. Canadian wheat and more is being paid right along. At this rate import holdings will soon be wiped out.—F. G. C.

The Hixon-Gannon Co., Minneapolis, grain commission, has been admitted corporation membership in the Duluth Board of Trade. C. S. Hixon is pres. and L. P. Gannon, treas.—F. G. C.

G. W. Sands, in charge of the local office of the Kellogg Grain & Elvtr. Corp. for the past fifteen years, left last week to make his home in Chicago. He will be associated with the company there.—F. G. C.

The W. R. McCarthy trophy for the Duluth Board of Trade golf championship was won by E. H. "Gene" Harbison at the Ridgeview golf course, held June 15. C. F. Haley was second and Ken McCoy third. Many valuable prizes were awarded players entered in the tournament.—F. G. C.

#### MISSOURI

Knobnoster, Mo.—The Knobnoster Elvtr. Co. has improved its equipment by the addition of an electric worm gear overhead travelling K. C. Truck Dump.

Glasgow, Mo.—The Glasgow Co-op. Co. has contracted with the Ernest Eng. Co. to overhaul its wheat elevator, put in new 20-ton Howe Truck Scale and new power transmission equipment. The equipment in the corn house will be rearranged, moving the combined sheller and cleaner to the basement, and resetting the Jay Bee Hammer Mill and its motor. This equipment will be operated from a motor line shaft and controlled with ballbearing clutches. Temporary river barge loading equipment, to be replaced later with a permanent barge loading elevator, is also to be designed and erected as a part of the contract.



St. Joseph, Mo.—The Dannen Hay & Grain Co. recently installed an electric worm gear overhead traveling K. C. Truck Dump.

St. Louis, Mo.—Lamson Bros. & Co. have appointed Wirt E. Knapp manager of their local office, succeeding John H. Caldwell, Jr., who has entered the feed manufacturing business.

Slater, Mo.—Co-op. Ass'n No. 1 has let contract to the Ernest Eng. Co. for a complete, modern 10,000-bu. elevator and feed grinding plant. The building is to be of studded construction, metal clad, iron roof and lightning rod protection. It is to be equipped with Birchard Distributor and Indicator, steel spouting, 10x6-in. Salem Buckets, and will be powered with a 5-h.p. Fairbanks-Morse Electric Motor. Machinery will include a Eureka Corn Chopper and Separator, powered with a 7½-h.p. Fairbanks-Morse Motor; a 4,600-bu. combined sheller and cleaner, Jay Bee Hammer Mill, with 50-h.p. F.-M. Motor. This equipment is all arranged to operate with roller-bearing Master clutches. The storage is all overhead, making it possible to spout from any bin to any of the machines, and in turn the ground feed and materials will be returned to sacking bins, or will be loaded into wagons in bulk. This plant is being built to operate in connection with the organization's large concrete elevator and warehouse. The concrete elevator is scheduled to be resputed for sacking and for bulk-loading of trucks. New loading spout, well-casing, and 6-in. flexible spout are part of the new spouting that will go in the old plant.

#### KANSAS CITY LETTER

A general meeting of the coal trade was called here for June 23. Itinerent-trucker competition with retail dealers had a prominent part on the program.

There was a dust explosion in the boot of a receiving leg in the concrete elevator of the Commander-Larabee Milling Co. on June 4. The damage was comparatively small.

Everett M. Summers is an applicant for membership in the Kansas City Board of Trade on transfer from Sam S. Carlisle, whose membership sold for \$5,500, including the transfer fee of \$500, which price was unchanged from the last previous sale.

The Kansas City Board of Trade will resume broadcasting of market quotations and other information on June 29, using the facilities of Station KFBI at Abilene, Kan. The schedule of the broadcasts will be 8:35 and 11 a. m. and 12:25 p. m. Station KFBI has a frequency of 1050 kilocycles.

Kansas City, Kan.—PWA funds for developing a 111-acre tract of city land at the junction of the Kansas and Missouri rivers known as Kaw Point, have been granted Kansas City. The PWA loan is backed by city bonds, which are in turn secured by leases already taken by private interests on the ground, wharf and other facilities. The complete river facilities are to include a 3,000,000-bu. re-inforced concrete grain elevator (as previously reported), equipped to receive and ship grain by both rail and barge, a mooring dock for handling cargo barges, warehouses, and a boat building and repair yard. A work order was issued June 1 permitting Morrison-Glasscock-Connor Co. to start excavating and driving piling for the grain elevator. The 7,864 piles, from 30 to 50 feet long, will be driven in four areas, two to support the storage units, one for the headhouse and one for the drier. Plans for building construction are expected to be out early

in August; for machinery to be installed, 30 to 60 days later, and are contemplated to be of sufficient handling capacity to permit doubling of the storage capacity in the future. The plant is to have its own trackage, connecting with the Kansas City Terminal railway and all rail lines in the city, and is to be equipped with car dumpers, driers, cleaners and marine legs. Completion of the plant is expected some time after Jan. 1. A lease has already been negotiated between Kansas City and the Hart-Bartlett-Sturtevant Grain Co., which will be the operator. Horner & Wyatt are the engineers.

#### MONTANA

Sidney, Mont.—The new 40,000-bu. elevator built here for the Farmers Elevator Co. (described in the May 13 Journals) has been completed and the owners have started operating the plant. T. E. Ibberson Co. had the contract.

Denton, Mont.—A slipping belt in the elevator of the Farmers Co-op. Elevator Co. caused a fire which burned up the texropes, burned a few of the timbers and a lot of dust caught fire. The firemen extinguished the fire before it did a great deal of damage.

Nashua, Mont.—The question of the Farmers Union buying the Atwood-Larson Grain Co.'s elevator at this point, which the union has rented and operated for the last year, is being discussed. C. L. White, manager, has taken a similar position at Richey, and has been succeeded here by Lloyd Martinson, of Sanish, N. D.

#### NEBRASKA

Giltner, Neb.—A new 11,000-bu. grain elevator is being erected on the A. O. Kostal farm east of Giltner, occupied by H. Warren.

Oakdale, Neb.—The Oakdale Elevator Co. has purchased the Nye & Jenks Grain Co.'s elevator here. W. W. Randle is manager.

Plattsmouth, Neb.—The Stites elevator is being extensively repaired. New siding is being added and all the bins are being repaired.

Benkelman, Neb.—Chet Kellogg has replaced Jack Kellogg, formerly of Alliance as manager of the Independent Grain Co.'s elevator.

Superior, Neb.—Grain dealers of southern Nebraska and northern Kansas will hold a joint convention at the Hotel Nebraskan, this city, on June 24, at 7 p. m.

Superior, Neb.—Severe hail damage, knocking out the windows and puncturing the roofs, was suffered by the elevator and feed plant of Bossemeyer Bros. late in May.

St. Paul, Neb.—The Farmers Grain & Supply Co. has re-organized into a co-operative. It is reported that the primary motive in making this change is to evade the corporation tax.

Culbertson, Neb.—Sam Johnson takes the place of G. W. Queery as manager of the Shannon Grain Co.'s local elevator, Mr. Queery returning to Levant, Kan., for the same company.

Heartwell, Neb.—Harry Wilson is the new manager for the Shannon Grain Co. He came from Agnew, where he was manager of the Farmers Co-op. Elevator Co.'s elevator for 12 years.

Hildreth, Neb.—The east elevator here, known locally as the Duff Elevator, which has been idle for several years, is being reconditioned and put in shape for service. It is owned by the State Bank of Hildreth.

Blair, Neb.—Benard Reeh has been made manager of the local Holmquist Lbr. & Grain Co.'s elevator, succeeding Anton Zander, who is now operating the Farmers Elevator Co.'s elevator, recently bot by his brother, as reported in the Journals last number.

Stella, Neb.—H. E. Hanson, of Missouri, has purchased the elevator operated by John Argabright, from the Dannen Grain & Milling Co., of St. Joseph, Mo., and plans to operate it. Mr. Hanson has resigned as Missouri fieldman for the Grain Dealers Fire Ins. Co.



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Schuyler, Neb.—Joseph A. Jonas, who for 17 years has been buying hogs for the Farmers Grain Co., has decided to retire.

Lincoln, Neb.—The Nebraska Railway commission has extended the storage rates on grain in licensed public warehouses and elevators of this state to June 30, 1937. The rates, which would have expired July 1, are one-third of a cent per bushel per day, with a minimum of 1 cent per bushel "if the grain is sold to warehousemen, otherwise the minimum fee is 2 cents per bushel."

Lewiston, Neb.—The Derby Grain Co. has contracted with Ernest Eng. Co. to remove old iron siding and boxing from its local elevator, replacing boxing with shiplap and new iron siding and roof, adding 6,000 bus. of additional storage. A new Birchard Distributor and Indicator, new steel spouting and a new 2-hp. Fairbanks-Morse Motor for air compressor will be installed and all other machinery and equipment will be reconditioned.

Grand Island, Neb.—Work on the 325,000-bu. re-inforced concrete grain elevator being built for the Nebraska Consolidated Mills Co. by the Jones-Hettelsater Const. Co., as previously reported, is rapidly nearing completion. In the unit is a headhouse and 12 storage tanks, fitted with carload and truck grain receiving facilities. New machinery is now being installed. The plant is being connected by spouting to the new 600-barrel mill that is also under construction, and is expected to be completed by July 5. Horner & Wyatt designed the plant.

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## NEW ENGLAND

## BOSTON LETTER

Imports of malt continue at Boston, the Isis bringing 400 bags from Hamburg and the Black Condor an equal amount from Antwerp.—L.V.S.

The steamer Saint John took 400 bags of cottonseed meal out of Boston for St. John, N. B., recently, the first shipment for some time.—L.V.S.

Henry Albert Bascom, 75, pres. of the hay and grain firm of Lord & Webster, oldest retail grain concern in Boston, died June 15 at his home, following a heart attack. Mr. Bascom was a past-pres. and a director of the National Hay Ass'n and of the National Horse Ass'n of America. He was a member of the Boston Grain & Flour Exchange and of the New York Hay & Grain Ass'n. Surviving are his widow, a son and a daughter.—L.V.S.

Louis W. DePass, sec'y of the Boston Grain & Flour Exchange, observed the 50th anniversary of his wedding June 15. Members of the exchange paid tribute to his long and faithful service to the trade by presenting a leather billfold containing a substantial sum of money, in addition to a bouquet of yellow roses for Mrs. DePass. Mr. DePass went to work for the old Chamber of Commerce when it was first formed 51 years ago. When the grain trade separated from the Chamber and formed the Boston Grain & Flour Exchange, in 1925, Mr. DePass was made sec'y.—L.V.S.

## NEW YORK

New York, N. Y.—David Metzger, retired broker, a member of the Produce Exchange, died recently at the age of 67 years.

Buffalo, N. Y.—A 750-bu. Randolph Drier has been installed by the Jas. Stewart Corp. in the Canadian Pool elevator operated by the Cargill Elvtr. Co.

Little Valley, N. Y.—The local mill of the Jas. H. Gray Milling Co. was destroyed by fire of undetermined origin on June 12. The warehouses were undamaged.

New York, N. Y.—The New York Produce Exchange held its annual election June 2, at which time John McD. Murray was elected president, succeeding Robert W. Capps; Robert F. Straub, vice-pres.; Clifford B. Merritt, treas.

Syracuse, N. Y.—The New York State Hay & Grain Dealers Ass'n will hold its annual convention in this city, at the Onondaga Hotel, on Aug. 20 and 21. Crop conditions, truck competition, legislation, freight rates and market values are among the subjects to be discussed.

## NORTH DAKOTA

Blabon, N. D.—The Monarch Elvtr. Co.'s local elevator burned recently; loss, about \$9,000.

Binford, N. D.—The Getchell Tanton Co.'s elevator was damaged by windstorm June 7.

Guyson, N. D.—The elevator of the Ziegenhagel & Feichtner Grain Co. was destroyed by fire on June 10.

Hatton, N. D.—C. L. Ness has been appointed manager of the Imperial Elvtr. Co.'s elevator here, succeeding Louis Sand.

Taft, N. D.—A new dump will be installed at the Eldorado Elvtr. & Trading Co.'s plant. The T. E. Ibberson Co. will do the work.

Mohall, N. D.—Organization of a farmers co-operative elevator here, to be financed thru government aid, is under discussion.

Ambrose, N. D.—O. I. Oleson has resigned as manager of the Northland Elvtr. Co.'s elevator and has been succeeded by Alfred Ness.

Leonard, N. D.—The J. H. Fisch Co. has been awarded the contract to move the plant of the Farmers Elvtr. Co. from Leonard to Davenport, N. D., a distance of 12 miles.

Hebron, N. D.—The Hebron Farmers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for the installation of a new 20-ton, 26-foot Fairbanks Scale to be installed here.

St. Joe, N. D.—The St. Joe Co-op. Elvtr. Co. is making general improvements in its elevator, including a new Howell Steel Boot Tank and roller-bearing Howell Steel Boots.

Havana, N. D.—In the plant of the Farmers Co-op. Grain Co. a match was recently struck too close to the twine bags and the nap on the bags immediately ignited. The damage was slight.

Edmore, N. D.—The Farmers Shipping & Supply Co., anticipating a heavy flax crop in its territory this season, is installing a large flax cleaner, purchased thru Jack Johnson, of R. R. Howell & Co.

Kensal, N. D.—Mr. Parrott, of Pollock, S. D., has been appointed manager of the local Osborne-McMillan Elvtr. Co.'s elevator, succeeding W. E. Knudson, who was forced to resign because of poor health.

Baker, N. D.—Repairs have been completed for the Farmers Union Co-op. Elvtr. Co. by the Hogenson Const. Co. The repairs included the rebuilding of some of the bins and extensive repairs to the driveway.

Grandin, N. D.—Repairs to the Farmers Elvtr. Co.'s elevator have been started. Repairs include the installation of a new 20-ton Fairbanks Scale with steel frame, larger dump grates, new belts and buckets and repairs to the pit. The contract for this work was given to the Hogenson Const. Co.

Benedict, N. D.—Construction will start soon on a new plant for the Farmers Elvtr. Co. here. Equipment will include a direct-connected geared Clow-Winter Head Drive, powered with a 7½-h.p. Fairbanks-Morse Motor, a roller bearing boot, improved safety manlift and anti-friction bearings thruout, all furnished by R. R. Howell & Co. The Hogenson Const. Co. has the contract.

Valley City, N. D.—Very satisfactory progress is being made in the construction of a new elevator for the Occident Elevator Co., by the Hogenson Const. Co., as reported in the May 27 Journals. This plant includes a 35,000-bu. elevator, a 28 x 30-foot warehouse and a feed mill. The plant will be modern and complete in every detail and is designed to meet the varied needs of the country grain elevator trade.

Linton, N. D.—The Hogenson Const. Co. is completing a feed mill and driveway in connection with the existing elevator of the Occident Elvtr. Co. here. This feed mill is equipped with a 35-500 Fairbanks-Morse Hammermill powered with a No. 5 Fairbanks-Morse Gas Power unit. This equipment is installed in a fireproof basement. The building is covered with 26-gauge elevator plates and standing seam roofing.

Minto, N. D.—Contract for the erection of a 40,000-bu. elevator to be built here for the National-Atlas Elvtr. Co. has been given to the T. E. Ibberson Co. Two elevators and an annex formerly operated by this company have been taken down. The power for the new house will be furnished by motors. A Carter Cleaner will be installed on the workfloor; 20-ton Fairbanks Scales will be used in the driveway for receiving purposes, and Fairbanks Hopper Scales will be used for shipping purposes. A direct-connected geared Clow-Winter Head Drive will be a part of the equipment. The whole structure will be iron clad.

## OHIO

Scott, O.—The Scott Equity Exchange sustained windstorm damage to its plant early this month.

Perrysburg, O.—Perrysburg Grain & Seed Co. has exchanged its old type of McMillin Wheel Hooks for the latest and a much stronger type.

Carey, O.—A 10x32-foot addition has been built on the feed grinding department of the Carey Mill & Elvtr. Co.'s plant to provide feed storage.

Lilly Chapel, O.—The elevator plant of Sark & Plum, Inc., was recently damaged by wind.

Alger, O.—The elevator here owned by McGuffey Elvtrs., Inc., was slightly damaged by fire, due to a short circuit, on June 6. Loss, not over \$100.

Ashville, O.—The feed business of the Ashville Purina Elvtr. will be taken over by the Scioto Grain Co. on July 1. The Purina elevator burned in May.

Metamora, O.—F. W. Duncan, Oak Park, Ill., who graduated this year from Ohio Wesleyan University, has joined the staff of the Rice Grain Co. and will be located at Metamora.

Kent, O.—The moving forms for the new elevator for Williams Bros., Inc., are being set and the pouring of concrete by the Jas. Stewart Corp. will start this week. This elevator was described in detail in the May 13 Journals.

Toledo, O.—The members of the Board of Trade gave a bon voyage dinner Friday, June 19, for Cy Culp, of Northwestern Grain & Milling Co., who left the following Tuesday for an extended European tour.

West Salem, O.—West Salem Equity Exchange Co. has improved its elevator with a combined corn cob and grain cleaner, two elevators, a motor-driven manlift and other equipment all bot from the Sidney Grain Mchy. Co.

Oak Harbor, O.—Oak Harbor Co-op. Co. has recently installed a complete wood elevator, an attrition mill, complete elevator for attrition mill, combined cleaner, a manlift, a crusher and other equipment furnished by the Sidney Grain Mchy. Co.

Pemberville, O.—The new concrete elevator under construction for the Pemberville Elvtr. Co., previously described in the Journals, will be completed by the Clemans Const. Co. by July 15. Two 10-hour shifts of 14 men each have been working on it.

Cincinnati, O.—George F. Munson, for many years engaged in the grain and hay business in this city and at one time chief inspector and director of the weighing bureau of the Grain & Hay Exchange, died at a hospital in Indianapolis from injuries received in an automobile accident June 7. He was 79 years of age.

Bucyrus, O.—George L. Schultz, owner of the Schultz Elvtr., has added to his plant a new concrete-block display, service and repair building for farm implements and machinery, having a 40-foot front and 106 feet long. To the west of the building have been installed new scales large enough to accommodate a car and trailer. The office is in the new structure also.

Toledo, O.—Erection of a dehydrated alfalfa meal plant has been completed here by the A. B. Caple Co., manufacturer of alfalfa meal. In 1929 Mr. Caple built the first plant east of Chicago for the exclusive grinding of alfalfa meal, altho he had been grinding alfalfa in a small way several years before that. He has associated with him in the business his son, John Caple, and Lester Lusher, a past president of the National Hay Ass'n.

## OKLAHOMA

Dacoma, Okla.—A truck damaged the scale in the elevator plant of the Farmers Elvtr. & Mill Co. recently.

Woodward, Okla.—The Fisher Grain Co. plans remodeling its elevator, enlarging the capacity and installing new scales.

Tahlequah, Okla.—The Tahlequah Mill & Elvtr. Co. has recently added an electric worm gear overhead traveling K. C. Truck Dump to its elevator equipment.

A severe windstorm on June 5 damaged the following Oklahoma plants: Billings Grain & Supply Co., Billings; Midland Flour Milling Co., Blackwell, and the Ponca City Milling Co., Burbank.

Ralston, Okla.—High winds destroyed the elevator of the Ponca City Milling Co. in the storms of June 6 and 7. The elevator was warped beyond repair and the warehouses were scattered over the ground.

Watonga, Okla.—The Farmers Grain Co. has been organized here and has purchased the elevator of the Watonga Grain Co. (a farmers' co-operative organization), which it has reopened, with Frank F. Pribyl as manager.

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## PACIFIC NORTHWEST

Moro, Ore.—The Moro Grain Growers are considering buying the grain warehouse now operated by the Farmers National Warehouse Co.

Moscow, Ida.—The Moscow Elvtr. Co. is making additions to its warehousing facilities on the Union Pacific right-of-way, at an expenditure of about \$15,000.

Portland, Ore.—The Pacific Coast Elvtr. Co.'s district managers held their annual meeting in this city at the Multnomah Hotel on June 15 and 16, holding the banquet on the evening of the 15th.

Independence, Ore.—The Monmouth Co-op. Creamery & Warehouse Ass'n is erecting a grain elevator here at a cost of \$10,000 for building and equipment. Completion is to be late in July.

Powers (Starbuck p.o.), Wash.—The Columbia County Grain Growers, of Dayton, Wash., have let contract to W. E. Wiley & Son for a new grain storage plant at this station. All mechanical equipment will be furnished by R. R. Howell & Co.

Prescott, Wash.—Veril Tompkins is building additional storage at his local plant. W. E. Wiley & Son are doing the work and all mechanical equipment, including conveyors, distributors, spouting, etc., is being supplied by R. R. Howell & Co.

Wilbur, Wash.—Pouring of concrete for the 165,000-bu. elevator under construction here for the Grain Growers Warehouse Co. (as reported in the May 13 Journals) was started the first of this month and rapid progress is being made by Alloway & Georg, who have the contract.

Waitsburg, Wash.—The Hirsch Feed & Lbr. Co. is erecting a new feed mill in the rear of its office and warehouse, to be 24x48 feet, 30 feet in height. It will house machinery for cleaning wheat and barley and for steaming and rolling feed grains. Elevating machinery will also be installed.

Scio, Ore.—Final concrete has been poured for floors and walls in the foundation of the new Scio Mill & Elvtr. on the corner of Main and Mill streets. The mill building will have a nine-foot basement, a 14-foot first or working floor and a 16-foot upper floor, according to J. D. Densmore, Sr., manager.—F.K.H.

Winchester, Ida.—The Lewiston Grain Growers have bot the McClarin Grain Co.'s warehouse here from E. W. McClarin and the grain warehouse at Kendrick, Ida., from the Farmers National Warehouse Co. Mr. McClarin, who has been in the warehouse business here for 15 years, is retiring from the grain business to devote his time to trucking.

Tacoma, Wash.—C. V. Kress, of San Francisco, was elected chairman of the Pacific Northwest Section American Ass'n of Cereal Chemists at the closing session of its recent three-day convention. F. A. Albro, of Tacoma, was elected vice-chairman, and O. P. Skaer, of Tacoma, sec'y-treas. Delegates selected Portland for their 1937 convention.—F. K. H.

Pullman, Wash.—A general modernization program is being carried out at the plant of the Pullman Grain Growers at this point. Major improvements include a new leg equipped with rubber belt and Salem Cups, Howell Manlift, Clow-Winter Direct-Connected Geared Head Drive, Howell Radial Distributor and Howell Overhead Electric Truck Lift. W. J. Morrell has the contract.

Spokane, Wash.—The new board of the North Pacific Grain Growers, Inc., effected organization by re-electing former officers of the regional, headed by Pres. A. R. Shumway, of Milton, Ore. Victor Hyslop, Espanola, Wash., is vice-pres.; Orris Dorman, of Spokane, director of public relations; C. M. Cook, Spokane, general manager; Troy Lindley, Dayton, Wash., sec'y; Ernest Schultz, treas.—F. K. H.

The Oregon and Washington state grain departments co-operated with the Federal department in sponsoring six grain grading schools which were held this month in the Pacific Northwest, under the general supervision of B. W. Whitlock, chief of the Pacific Coast division. The meetings were held as follows: June 17 and 18, The Dalles, Ore. and Odessa, Wash. June 19 and 20, Pendleton, Ore., and Pullman, Wash.; June 22 and 23, Lewiston, Ida., and Walla Walla, Wash.

Kittitas, Wash.—The White-Dulaney Co. has installed a big scale in front of its warehouse and mill and has sold its former smaller one.

## SOUTH DAKOTA

Nahon, S. D.—The Farmers Union Grain Co. sustained wind damage to its plant recently.

Hooker, S. D.—New hoists for unloading grain have been installed at the Farmers Elvtr. Co.'s elevator.

Faulkton, S. D.—The Tri-State Milling Co. has opened the Elsele elevator here. A. C. Wettstad is manager.

Sioux Falls, S. D.—Robert E. Meldrum, Jr., an officer of the Sharp Elvtr. Co., was killed in a recent airplane crash.

Lake Preston, S. D.—The Eagle Roller Mills Co. is improving its plant here by the erection of seven new coal bins.

Bryant, S. D.—I am installing new auxiliary air dump, rebuilding and remodeling feed mill plant.—G. M. Thompson Elvtr.

Burkmore, S. D.—The local elevator of the Faulkton Farmers Elvtr. Co. has recently had a 15-ton scale added to its equipment.

Webster, S. D.—E. A. Wearne has resigned his position as postmaster here and will return to the grain and coal business.

Gettysburg, S. D.—All of the buildings owned by the Eagle Roller Mills Co. will be painted and other repairs made. The T. E. Ibberson Co. has the contract.

Manchester, S. D.—J. L. Toberman, who has been in the grain business here for the past six years, has sold his interest in the Manchester Grain Co. to the National-Atlas Elvtr. Co., which has made him its manager at this point.

Rapid City, S. D.—The new elevator built here for the McMahon Co. was put into operation this month. This is a combination grain elevator, seed cleaning plant and feed mill (for full description see Feb. 26 Journals). A large warehouse was built also. A number of cleaners were installed. Several legs are used in the building. Fairbanks-Morse Grinders and GE Motors are used for power, and Fairbanks Scales were installed. The building is iron clad. The T. E. Ibberson Co. had the contract.

## SOUTHEAST

Vinton, Va.—A report says that the feed elevator in the flour mill of the Vinton Milling Co., Inc., choked and burned off belt on June 3.

Florence, S. C.—The Ashcraft Milling Co.'s grist and meal mill burned late last month, the fire starting in the shuck bin. The warehouse and feed mill were saved. Loss partly covered by insurance.

## TENNESSEE

Knoxville, Tenn.—A fire occurred in the end of a set of rolls in the plant of J. Allen Smith & Co. on June 5. The damage was not great, the fire being extinguished by the employees.

Memphis, Tenn.—Three shifts of 60 men in each, working day and night, completed pouring the concrete for the 14 bins of the 1,500,000-bu. city elevator under construction here, early this month. R. G. La Plante will be the superintendent of the elevator for the Cargill interests, which will operate the house when it is completed.

## TEXAS

Sherman, Tex.—The Kimbell-Diamond Milling Co. has installed in its local plant an electric worm gear overhead traveling K. C. Truck Dump.

Graham, Tex.—The Graham Mill & Elvtr. Co. recently completed the installation of an electric worm gear overhead traveling K. C. Truck Dump at its elevator here.

Ft. Worth, Tex.—Mrs. Myrtle Woolard, assistant to E. B. Wooten, sec'y of the Ft. Worth Grain & Cotton Exchange, for nearly 20 years, died June 2. She had been an employee of the exchange since 1917, and was held in high regard by its members.

Port Isabel, Tex.—It is reported that the San Benito-Port Isabel Navigation District has assumed control of the Banks L. Miller corn elevator here, that handled the entire crop of corn produced in the Valley during the 1935 harvesting season, and will double its capacity.

Whitewright, Tex.—The large grain warehouse of the Kimbell Milling Co. at this point that burned last month, as reported in the Journals last number, will be replaced with smaller units, it is reported. Some of the 35,000 bus. of corn that was in the warehouse at the time of the fire has been salvaged. The loss was covered by insurance.

Greenville, Tex.—Construction work and installation of machinery in the new 500,000-bu. re-inforced concrete elevator of the International Milling Co. is being finished by the Jones-Hettelsater Const. Co., and is expected to be in operation by the end of June. The new unit has 18 tanks and interstices, 114 feet high, and is connected with the old storage unit by extension of conveyor belts.

## UTAH

Murray, Utah.—Sylvester Rollo is the owner of a new \$40,000 feed plant here, employing 20 men, which has recently started to operate, with J. W. Bryson as general manager. The plant includes a mash mixing unit that has a daily capacity of 1,000 bags.

## WISCONSIN

Sharon, Wis.—The elevator and warehouse properties formerly owned by the Hoard Lbr. Co. have been purchased by Lami & Peters, local feed and coal dealers.

Milwaukee, Wis.—Grain receipts at Milwaukee from Jan. 1 to May 31, 1936, were more than 100% greater than for the same period in 1935.—H. A. Plumb, sec'y Milwaukee Grain & Stock Exchange.

Milwaukee, Wis.—Froedtert Grain & Malting Co. recently voted 20 cents a share on the common stock, the first in years, payable July 1. The regular quarterly dividend of 30 cents a share on the preferred stock was also declared.

Milwaukee, Wis.—The Jos. Schlitz Brewing Co. will shortly increase its malting capacity to take care of pressing needs. The work will be completed this fall, according to the plans. The cost is estimated at \$400,000, and 1,000,000 bus. is to be added to the annual malting capacity, which is now 1,500,000 bus., and the storage capacity is 1,250,000 bus.—H. A. Plumb.

## WYOMING

Dixon, Wyo.—Pete Lepponen, who recently acquired the flour mill here, and Rudolph Kuntz may re-open the mill this season.

## Altering Inspection Certificates

E. T. Custenbolder & Co., of Sidney, O., are charged by the U. S. Dept. of Agriculture with having altered inspection certificates.

Custenbolder & Co. bought a car of No. 2 red winter wheat at \$1.02½ on destination grades and weights from John H. Vocke & Son, Napoleon, O. The car was shipped to Buffalo and bought by Archer-Daniels-Midland Co., who furnished an inspection certificate showing 5 per cent damage. This was changed in the Custenbolder office to read 5.6 per cent damage, making an additional discount of ¾ cent per bushel.

Cocke & Son also sold Custenbolder & Co. a car of No. 2 red at \$1.01 for which the buyer at Buffalo furnished a certificate showing 3.3 per cent damage, changed in the Custenbolder office to read 5.5 per cent, making a price differential of 1½¢ per bushel. On another car the certificate was changed in the Custenbolder office from 4 to 4.7 per cent total damage, resulting in a price differential of ¾¢ per bushel.

When the notice of hearing called by the government was received, Custenbolder & Co. sent Vocke & Son a revised report of out-turn.



# Field Seeds

**Hot Springs, S. D.**—A seed and feed store has been opened by the Midwest Milling Co.

**National Stockyards, Ill.**—The Toberman Seed Co. recently suffered \$25,000 loss by fire.

**Manhattan, Kan.**—Will Samuel has purchased the Central States Seed Co. of E. B. Wells.

**Cincinnati, O.**—Receipts of soybeans in May were 15,400 bus., compared with 11,200 in May, 1935.

**Salem, Ore.**—Handling the coming seed crop will be discussed at a meeting June 25 in the office of Solon F. White, director of agriculture.

**St. Louis, Mo.**—May receipts of soybeans were 52,500 bus., compared with 37,500 bus., in May, 1935. Shipments were 166,993 bus., compared with 9,000 in May, 1935.

**Corvallis, Ore.**—A meeting to organize an Oregon Seed Council was held June 17 at the call of Alex Cellers, chairman of the seed com'te of the Oregon Feed Dealers Ass'n.

**Spokane, Wash.**—Outlook for the pea-growing industry in eastern Washington is most promising according to B. C. Fagg, manager of the Palouse plant of the Washington-Idaho Seed Co.—F.K.H.

**St. Louis, Mo.**—May receipts of kafir were 5,600 bus., and shipments were 2,100 bus. May receipts of hay were 132 tons, compared with 672 in May, 1935. Shipments were 132 tons, compared with 240 tons in May, 1935.

**Algona, Ia.**—A branch of the Sioux City Seed Co. has been operated here for three years, giving employment to 50 men in hybrid seed production, and is to be enlarged. This spring about 400 acres have been planted to inbred seed corn.

**Dallas, Tex.**—A. H. Mangelsdorf of Ed. F. Mangelsdorf & Bro., St. Louis, Mo., will deliver an address at the annual meeting here of the Southern Seedmen's Ass'n June 26 on "Field Seeds." W. P. Wood, Jr., of Richmond, Va., will speak on "Price Fluctuations." John W. Mathys of Minneapolis, Minn., will speak on "Warehousing."

**Dallas, Tex.**—Besides the entertainment features mentioned in the Journals June 10 the Southern Seedmen's and the American Seed Trade Ass'ns have business programs containing much of interest to handlers of garden, flower and vegetable seeds. The Farm Seed Group will have a special address on the seed laboratory, June 29. The Southern meets June 25 to 27, the American Ass'n June 29 to July 1, at the Adolphus Hotel.

**Moorhead, Minn.**—A new seed cleaning plant is being built here by the T. E. Ibberson Co. for the Moorhead Farmers Elevator Co. and is nearing completion. This plant is equipped with 13 legs; 30 bins and 9 cleaning machines. There is a full basement under the plant and the building is iron clad. This seed unit will be used in connection with the other grain units that the owners operate here.

**Jasper, Ind.**—Five grain handling and milling firms of Dubois County are co-operating with the Farm Bureau in the purchase of a movable seed cleaning machine to be used by over 600 wheat growers. Contributors toward the pool were the Victoria Mill & Elevator Co. and the A. M. Bohnert & Son elevators of Jasper, the Holland Mills of Holland, the Dubois Milling Co., Dubois and the Haysville Mill of Haysville, while 660 farmers added a considerable sum.

**Lafayette, Ind.**—Indiana seedsmen and interested farm folk are being invited to the Weed and Seed Conference that will be held at Purdue University, July 17, when Hoosier seedsmen, U. S. Department of Agriculture and University agricultural extension and experiment station specialists will discuss and explain weed control from both the viewpoint of the seedsmen and the farmers, legumes adapted to Indiana conditions and new varieties of small grains, legumes and hybrid corn. The afternoon session will be devoted to an inspection trip of the Soils and Crops Experiment Farm, just east of Lafayette.

## A New Michigan Bean

No. 115, a new pea bean developed by E. E. Down, associate professor in farm crops at Michigan State College, as a cross between Michigan Robust and Early Prolific, is white, has uniform size, is immune to disease and a good yielder.

Professor Down says there is only a small amount of seed available at present, but with a good production season this year a distribution will be made in 1937 to growers in designated sections of the state.

The 115 has retained the leading qualities of the two parent strains. The robust's contribution to the new variety is high yield and immunity from disease and the early prolific has given its uniformity in size and white coating. Each of the two parent varieties had faults which were objected to by the buyer and grower.

Oats weighing 42.6 pounds to the bushel were grown last season in the Matanuska Valley of Alaska.

The Northern farmer's benefits will largely come from his soil conserving acreage or from one to two dollars per acre. On the other hand, the Southern farmer can retire his corn acres or divert his cotton acreage and get an equivalent of 5c per pound on the estimated cotton yield. Average cotton land runs from a half bale to a bale (500 pounds) to the acre. The Southern farmer benefits to the extent of \$12.50 to \$25 per acre as compared to the one to two dollars of the corn belt farmer. Is it merely a coincidence that the head of one of the large farm organizations, a man who boasts that he is the author of the AAA program, is a large cotton plantation owner?—J. F. Walker, field representative Farmers Independence Council.

## The Timothy Seed Outlook

By CHAS. A. HEATH, Chicago, Ill.

We must prepare ourselves for higher prices on timothy. It is but a logical result from the course of nature and human nature. One extreme follows another, whether it is in crops or conduct. Nature becomes exhausted from over-exertion. So do our physical bodies.

Higher prices are in line with the writer's expectation and conclusions, conclusions to which we arrived as long as the early part of this year.

The last timothy crop was large, the largest in our agricultural history. It is not strange that we found many dealing in the product, and that competition increased as dealers increased in number. It became then a matter of trading in estimates instead of actual good. We were selling our opinions.

Everybody expected timothy to go lower than it did go. Hence they were putting out their purchases at an average lower margin of profit than has ever been done heretofore. Seedsmen cannot make money handling timothy on a margin of  $\frac{1}{4}$ c a pound, or more accurately, 1/10c a pound.

Dealers sold out, thinking that they could buy back later at a profit. At the close of this Spring's trade there were practically no stocks of timothy at the Atlantic Seaboard, none at Buffalo, none at Toledo worth while, none at Chicago, some at Fort Wayne, none at Crawfordsville, none at Milwaukee, notwithstanding reports to the contrary, Minneapolis sold out, Keokuk, Davenport, Dubuque and Cedar Rapids practically all sold out, and St. Louis with a very little seed on hand. Louisville, none, except what you could count on the fingers of one hand for the number of cars. Well, this is all by.

It is not news or a surprise to the writer that we are having a short crop in blue grass, timothy, and probably in red top. A timothy crop invariably is made in the Fall, and is primarily dependent upon moisture conditions that obtain in September, October, November of the year preceding the harvest. Blue grass ditto. Red top would be in the same category except for the fact that it is a later crop, and rain in June and first ten days of July will benefit red top, where it will not benefit blue grass or timothy. Hence we wrote, March 23, that blue grass and timothy would be short crops this season. Nobody believed the information. In fact, we were criticized again and again for our opinion.

We have said in reply to questions of late, and for that matter, during the last two months, that the price of timothy Sept. 1 would be \$4.75 a hundred, recleaned seed, Chicago, Ft. Wayne, Crawfordsville, and 25c a hundred higher Atlantic Seaboard. It will touch this price by Sept. 1, possibly before. The demand for fall seeding comes in September 10. The new crop seed will open at \$1.50 a bu. to the farmers in Iowa, Missouri; a little may be sold at \$1.35, but it will not stay at that figure. To-day it looks as though, when the demand is on and the disappointed yields are in evidence, that the prices paid in the country will be \$1.75 a bu. We have no surprise in store if this thing occurs.

If we have a duplication of moisture shortage this fall, timothy will easily touch \$7.00 a hundred a year from this fall. Don't be short timothy, and do not take any stock in the comment of anybody that timothy is going to sell at \$2.50 a hundred for recleaned seed, f.o.b. Those days are gone.

What we said about the weather affecting blue grass came true, and you know the advance in that market of late, also the advance in red top, but as we have stated above, late June and early July rains may help the latter.

## Directory

### Grass and Field Seed Dealers

#### CRAWFORDSVILLE, IND.

Crabbs, Reynolds, Taylor Co., clover, timothy.

#### GREEN SPRINGS, OHIO

The O & M Seed Co., seed merchants.

#### PAULDING, O.

Stoller's Seed House, wholesale field seeds.

#### ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

#### SAULT STE. MARIE, MICH.

Soo Terminal Co., grass, flax, peas.

#### SIoux CITY, IOWA

Sioux City Seed Co., seed merchants.



## Oregon as a Seed Producing State

By HOWARD JENKS, Salem, Ore., before Pacific States Seedsmen's Ass'n.

For several years the dealers in Oregon have been adding new machinery and warehouse facilities to take care of the expanding business and increasing acreage of the various field seeds. With the two distinct climatic conditions existing in Oregon, consisting of the western part of the state where temperatures are moderate and the rainfall is abundant, contrasted with the central and eastern part of our state which is more arid, where crops are handled largely under irrigation, it is very likely that Oregon produces the greatest variety of seed of any state in the union.

**Alsike and red clover** have for years been important crops. Fifty cars of seed annually would perhaps be a very reasonable estimate of these two varieties, and often the crops are much greater in tonnage than we have indicated. Our alsike is exceptionally well received in most markets, and more recently there has been some very welcome export business.

**Ladino production** is around 50,000 to 75,000 pounds yearly, and no doubt the Grants Pass district grows most of it.

**Crimson clover** is showing promise and last year three or four cars may have been harvested. Our growers need some experience on this item, as they did not find it so easy to thresh.

White clover doesn't amount to much.

**Vetch** of all descriptions—common, Hungarian, hairy and purple—mixed, straight and indifferent, constitute the principal varieties. Maybe I could say, without fear of contradiction, there might be from ten to fifteen million pounds or more estimated crop this season, sold in almost every state in the union, and some exported. The demand in the southern states has caused a larger area to be devoted to these crops of seed, particularly hairy and Hungarian.

Austrian peas were introduced to cover the demand from the southern states, and production runs into rather large quantities. Ten to fifteen million pounds or more may be the estimated crop for this year.

**Domestic rye grass**, another 4,000 to 5,000 ton crop; sold generally thruout the United States, is of fine quality as a rule, with high germination. This domestic crop is generally classified as Multiflorum, or of the Italian type, and appears to be finding greater outlets.

We are attempting to bring into production, a little greater amounts of perennial rye grass, and there was a few hundred acres harvested last year. This is a slow process as it too often comes with a mixture of Italian, and we have asked federal authorities for certification privileges to avoid mixtures. This solves our problem as to variety, for when a tag is attached, we know what we are buying and can reoffer with confidence.

**Bent grass** to the tune of more than half a million pounds, comprised principally of Seaside creeping bent and the Astoria bent, together with a small quantity of the Oregon

Highland, has found a good market generally over the country. Certainly no one experienced in the handling of these seeds cannot but give Oregon credit for greatly improving the qualities as compared to the imported types of mixed bent which we used to receive testing maybe 70/70, red top included.

Alfalfa, timothy, mesquite, suckling clover, sudan, turf oats, poa bulbosa, Geary's Kentucky bluegrass, and other items of smaller proportions all go to make up the varied list of Oregon production.

The experiment station and the Oregon State College have been of great assistance in the development of this great industry in our state. Had we been without their guidance I am sure many of the listed items would have been omitted.

## Licensing Crop Buyers and Truck Peddlers

By C. J. CAREY, Chief, Division of Market Enforcement

The California Produce Dealers Act was placed on the books in 1927, for the purpose of licensing and regulating consignment handlers of farm products, and also for the purpose of permitting consignors of farm commodities to have direct action and State help on claims or controversies involving the receiving, shipping, handling or sales of farm perishables by commission merchants.

In 1933, because the great traffic in the outright purchase of farm products was without regulation by any State agency, the Produce Dealers Act was amended so as to embrace supervision not only of commission merchants, but also of dealers, or buyers, as well as brokers and their agents, thus covering the activities of the entire field of those engaged in the handling of farm products, whether on consignment, by purchase, or on a brokerage basis.

Until 1935, however, hay, field grains and dried beans were definitely excluded from the provisions of the Produce Dealers Act, and dealers in those commodities were not required to secure licenses or to be amenable to the provisions which required prompt settlement, full pay and fair play from dealers and handlers of other farm commodities.

By the time the 1935 legislature met in session, various abuses and irregularities by buyers and handlers of hay and field grains, insofar as treatment of growers was concerned, resulted in a concerted move, not only by growers and grower groups, but by officers and members of the Hay, Grain and Feed Dealers Ass'n, to remove the existing and somewhat unreasonable exemption. Accordingly, the 1935 amendments brought under regulation the hay, grain and feed dealers, so that at the present time no farm commodities or the handlers of these commodities are exempt from supervision, regulation, and the jurisdiction of the Produce Dealers Act.

This concerted move arose from two considerations: the grower of hay and field grains wished to secure the same protection extended to growers of perishables; the Ass'n, representing the established and responsible trade, were eager to have the law

extended to dealers in the farm products under discussion, for the reason that past experience has abundantly indicated that such a law has the effect of running the fly-by-night, irresponsible, shirt-tail operator out of business, thus restricting the industry itself to the established and responsible trade.

This division desires the very rigid supervision of the truck buyer and the itinerant merchant. If the law does not cover this man by reason of the particular quirk in the law which affects the hay and grain industry in a way differing materially from the way it affects the fresh fruit and vegetable industry, since in the latter activity, few, if any, wholesale quantities are sold to the consumer, we want the loop-hole definitely plugged, not only for the protection of the grower, but in fairness to the trade. If we are in the clear on the law as it now stands, it is our purpose to proceed to the licensing, supervision and regulation of every buyer, whether retailer or wholesaler, who does not operate a regular established place of business.

Let me say that officers of this division are most grateful to the officers and members of the Hay, Grain and Feed Dealers Ass'n for their splendid co-operation, not only in moving to bring themselves under this regulation, but in proving definitely, by the absence of complaints, the high caliber of the constituents of the established industry.

## Conserves Moisture and Prevents Erosion

John Harold, Wichita, Kan., who spent a great deal of time this spring driving over the plains of Oklahoma, Kansas and the Panhandle, tells of a farmer in the drouth stricken Panhandle region who will produce a wheat crop.

"He farms several sections of land," explains Mr. Harold, "and each section is tilled in accord with the latest information on soil conservation, contour plowing and moisture conservation. In addition to contour plowing, he has built a low dike around each section, only a few inches high, but high enough to prevent run-off of any moisture that falls on the section. Consequently he has held what little rain has fallen, and at the highest point in the flat land on this farm, digging down a few inches from the surface would find moisture to feed the wheat, while wheat on adjacent farms withered and died of thirst."

**Spokane, Wash.**—At the final session of the North Pacific Grain Growers, Inc., of their annual meeting, they called upon Sec'y of Agriculture Wallace to act in behalf of Pacific northwest wheat protection under "sec 32 of the agricultural adjustment act as amended" whereby a portion of the customs receipts are to be used by the secretary to aid in moving wheat through export channels.—F.K.H.

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**SIoux CITY SEED CO.**

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NORFOLK, NEB.	BILLINGS, MONT.

For the exceptionally large volume of business placed with us this season, all officers and employees extend their heartiest thanks.



## Grain Carriers

**Omaha, Neb.**—A com'te of two has been appointed by the Chamber of Commerce to go to Washington to endeavor to get a fair deal for Omaha in grain transit privileges.

The effective date of the Interstate Commerce Commission's order in part 7 of No. 17,000 has been postponed from July 1 to Aug. 1.

**Washington, D. C.**—Fifteen field hearings on dismemberment and sale of the M. & St. L. will be held by the Interstate Commerce Commission. A hearing on the general plan will be held June 29 at Fort Dodge, Ia.

The Interstate Commerce Commission heard testimony June 17 on the application of the eastern roads for permission to give free pick-up and delivery. Further hearings will be held at New York beginning June 25 and at Chicago beginning July 21.

A new rule published by the Western Trunk Line in tariff 330-A, effective July 1st, 1936, provides that country shippers can ship one car load of EACH KIND OF GRAIN during each calendar year, subject to a minimum weight of 30,000 pounds per car.

**Springfield, Ill.**—The Auto Forwarding Co. and the Associated Transports, Ltd., of St. Louis, have petitioned the circuit court for an order restraining highway officials from enforcing the 1935 state traffic act, alleging that it is unconstitutional.

To remove the present restriction requiring documentary evidence of thru consignment of grain from Canada to Great Britain the Port of New York Authority after a recent conference with grain handling interests decided to enlist the State Department. J. E. Ramsey, general manager of the Authority, will try to arrange a meeting with Sec'y of State Cordell Hull.

Grain and grain products were loaded into 31,690 cars during the week ending June 6, against 24,514 cars during the like week of 1935. During the 23 weeks ending June 6 loadings were 717,474, against 594,467 during the like period of 1935, as reported by the Ass'n of American Railroads.

The Interstate Commerce Commission on June 12 granted a 6 months' extension of the increased emergency freight rates. The emergency charge on flaxseed screenings was removed. The emergency charge does not apply on carload grain, soybeans, certain grain products, hay, straw, rice, cotton and livestock. The emergency charge of 10 per cent applies to the interstate switching charges on all carload freight, including grain and products, between points in Illinois and Indiana.

Maintenance of high rates on competitive traffic, that may be moved by highway or barge at lower rates, secures no revenue for the railroad; nor does it protect the railroad against reduction in its average unit revenues, particularly when the competitive traffic is of higher than average class, as is usually the case. Nor does it protect the shipper, who is compelled to continue to use rail service, against such increases in the rates on his commodities as are necessary to produce gross revenues to the railroads covering the cost of providing their whole service. Instead, such a rate policy, adds to the rate burden of the shipper to whom satisfactory alternative service is not available, requires advances in rates on some traffic that otherwise might be avoided, and makes more difficult the task of railroad managements in securing sufficient gross revenues successfully to sustain their service.—Z. G. Hopkins, of Western Railways Com'te on Public Relations.

**St. Joseph, Mo.**—Truckers are not required to have a P. S. C. permit unless carrying over 3,000 lbs. Since the cost of the permit averages \$175 some small truckers are attempting to evade the law by occasionally hauling over 3,000 lbs. in one load. In one week 80 per cent of the trucks weighed at Savannah were overloaded.

**Portland, Ore.**—Another hearing will be held in the Portland Hotel at 9 a. m., July 20 to give the complainants and the carriers more time to present their sides of the case. This marks the third hearing in which shippers are trying to recover the demurrage they paid for cars detained during the longshoreman's strike in the summer of 1934.

The Interstate Commerce Commission held a hearing June 23 on the petition of the Inland Navigation Co. for permission to operate barges on the Columbia and Snake Rivers with thru water and rail rates. The Port of Tacoma is fighting the application on grounds that it will result in favorable differentials on wheat for Portland as against Tacoma and other Sound wheat export and milling centers.

## Commission Rulings and Examiner Findings

In No. 26972 Marshfield Milling Co. v. C. & N.-W. R. R. the Commission found complainant entitled to reparation on grain from the Northwest milled at the Twin Cities and reshipped to Wisconsin points.

In No. 27306 Examiner Fichthorn found the Wabash rate on corn from Illinois points to Granite City, Ill., when reshipped to St. Louis, unreasonable, proposing refund of \$208.59 to the Union Stock & Refining Co.

In No. 26396 Examiner Schlager found against the Globe Grain & Milling Co. on oats from Coleman and Ponder to Waco, Tex., holding no transit at Waco was permissible and the rate of 62c charged was applicable.

In 23318 Auburn Mill v. Alton the Commission prescribed new factors in grain rates from the West to points in Kentucky and Tennessee. The rates were held unreasonable to the extent that they exceed 20 cents from St. Louis, 17c from Cairo and Thebes and Evansville and 14c from Louisville to destinations on the L. & N. R. R. between Louisville and Clarksville and Nashville, Tenn.

In No. 27250 Examiner Armes declares the transit allowed on blacktrap molasses at Peoria is unlawful, condemning the Illinois Central and C. B. & Q. tariff making a net rate of 17.5c per 100 lbs. on imported blacktrap from New Orleans, Mobile and Gulfport and shipment out of Peoria of alcohol and acetone products, which rate was put in to compete with barges, the government at one time quoting \$3.25 per ton. The flaw in the tariff is that they contain no restriction on the continued outbound movement from Peoria.

## Trucker-Dealers Face \$1,000 Fine in California

C. J. Carey, chief of the division of market enforcement of the state of California, on June 10 gave the following interpretation of the new licensing law:

All persons who purchased hay and grain from the producer for the purpose of resale must be licensed as dealers with the Division of Market Enforcement. There are several exceptions of course.

One of the exceptions or exemptions runs in favor of the men who pay spot cash, cash or currency in lawful money of the United States, in full at the time of delivery. The other exemption runs in favor of the bona fide retail merchant, and by bona fide retail merchant we are informed by the attorney general that the law refers to the operator who purchases hay or grain and resells at his established place of business. Such an operator must, of course, maintain a stock in trade, and be a retailer in every sense of the word.

If a man engages in both wholesale and retail, it would, of course, be necessary to have a dealer's license, which would cover his wholesale operations. In other words, the mere fact that a man might be engaged in the retail business would not excuse him from licensing requirements if he did wholesale selling.

A resale to a consumer would not necessarily be a retail sale, unless, as I have pointed out before, the sale was made definitely from a retail place of business where a stock on hand was maintained. In other words, if an operator purchases hay or grain from the producer and sells it to the consumer from his truck or in wholesale lots, then he would definitely be considered a wholesaler and definitely be required to take out a license.

From various sources we are compiling what we hope will be almost a complete list of those who purchase hay and grain from the producer and who resell in any of the ways I have outlined above.

Operation as a dealer without a license is a very serious offense, subjecting the violator to a fine of \$1,000 or one year in the county jail, or both such fine and imprisonment. This provision is not a mere statement of the law. Within the last thirty days one dealer operating without a license was fined \$400; two others received and are now serving jail sentences of nine months each; a fourth just received a jail sentence for one year in Stanislaus County, and a fifth, who violated the law in Mendocino County was sentenced, not only to one year in the county jail, but was also fined \$500 in addition.

The Mississippi unemployment compensation law has been approved by the federal Social Security Board, so state payments will be credited against the federal tax. The unemployment compensation law adopted in Rhode Island May 5 has also been approved by the Social Security Board. It applies to all employers of 4 or more.

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**HESS DIRECT HEAT DRIERS**  
ENABLE YOU TO HANDLE  
**NEW GRAIN WITHOUT LOSS**  
DON'T DELAY  
**WRITE FOR FREE CATALOG.**  
**HESS WARMING AND VENTILATING CO.**  
1211 SO. WESTERN AVE., CHICAGO



## Why Politicians Enact Bad Laws

From address by THOS. Y. WICKHAM of Chicago, before Pacific N-W Grain Dealers Ass'n.

My day of attempting to explain the grain trade to politicians is past; today I shall attempt to explain legislation to the grain trade.

This is war, this struggle between the citizen and the bureaucrat. It is a war of conquest too; its spoils, the property which the citizen has earned and the business which the citizen has built up. It takes men and money and material and organization to fight war, and the bureaucrat has them. His army, that vast horde of volunteers, the payrollers of America; his war-chest, the treasury of the United States; his organization, the right to tax every dollar and every man everywhere. And somewhere, in the legal artillery of his vast armament, is at least one Big Bertha that can sweep with fire the dugout of the individual or group that dares resist.

Our business cannot be adequately defended unless we ourselves are in that defense with our own coats off. We must give money, we must give time, and our heads must be bared to some of the risk; or like Selassie we must abandon our business to the enemy.

**Pass a Law.**—We, as a people, are obsessed with the idea encouraged by politicians I admit, that if a thing cannot be done, if it is absolutely impossible for it to be done, we can still pass a law that will do it. We are also obsessed with the idea that in legislation we should look at the label, not the contents. So our experiment legislation has become merely our experiment in compounding patent medicine. And as long as the people will buy them with their votes, there will be plenty of miracle working potions on the market.

Let us be fair. After all, the job of a candidate is to secure votes. His concern is not the price of wheat, but the price of the vote of the man who raises wheat, and here in the west that price is the compulsion to say he will support any legislation that will help the farmer. He doubtless hopes in a vague way that the law he helps pass will not hurt the farmer as much as the last one did.

More than one congressman expressed the hope to me, as he was voting for it, that the triple "A" would not injure the farmer as much as the Farm Board did. Yet when such measures pend, glowing with the promise of an untitled paradise, and sponsored by the highly paid enthusiasm of farm spokesmen, your representative knows that, politically, he will be hanged, drawn and quartered if he votes no.

Yet, as the locusts swarmed in Egypt to destroy the fruits of their labors then, so now swarm the bureaucrats in Washington, to destroy the fruits of yours. What will you do? Will you point out to the farmer that he is being destroyed with you, or will you be content to perish with him?

The farmer, as an individual, has little knowledge of the causes involved. He has been keenly conscious of a price structure that was causing his impoverishment and he wished it changed, but his concern has not been the diagnosis but the cure.

By nature a conservative, by tradition a protectionist, his contact with commerce entirely local, there is no vantage point in his experience from which he can gauge his status in the international trade and see that here must be written his ultimate prosperity or impoverishment. It is no wonder that he has lost his bearings. Accustomed as he has been to the quiet philosophy of his silent fields, he suddenly found this shrine of sound thinking turned to bedlam.

His ears were dinned with the tom-tom of the patent medicine man. The chant of the demagogue penetrated his fireside, while the men whose judgment he has never questioned, the staid leaders of industry, of finance, of transportation threw their own experience to the winds and joined in the dance around the sacred totem pole of legislative relief.

**Grain Distributed at Lowest Cost.**—There is no arm of commerce that renders a more vital service than yours, when it takes the variable volume of wheat garnered annually in the world and distributes it over the world with such precision that no grower is ever without a market, and no place without bread. There is no time and no place where you cannot sell wheat. There is no time and no place where you cannot buy bread. Yet wheat is produced seasonally in huge acreage and consumed a loaf of bread at a time. It is the most scientific distribution known to commerce and the least expensive, for the grain farmer receives a larger portion of the dollar the consumer pays than does the producer of any other article of trade.

No single part of the mechanism by which this is accomplished, was designed on a blue print at Washington, to fit a political need. Each gadget was shaped to its purpose through trial and error and each part hammered out on the anvil of experience, to fit the need of the man who grows wheat. It has required no

legislation but the ten commandments, the golden rule and the law of supply and demand. It has needed no votes to furnish it power, and no tax money to grease its bearings. It has had no dynamo but the needs of trade, yet neither surplus nor imports were known to America until it was tied up to a power house at Washington.

## Market Control Unconstitutional in Canada

The natural products marketing act which was enacted two years ago by the Dominion Parliament was unanimously held to be unconstitutional by the Supreme Court of Canada June 17.

No great dislocation of business will result, since the government had not carried out the complete control of marketing provided for by the Act.

B. C. Clark of Beaumont, Tex., has been elected pres. of the Tri-State Rice Millers' Ass'n.

## Books Received

**FORECASTING FROM SYNOPTIC WEATHER CHARTS** is a 47-page illustrated pamphlet by R. H. Weightman of the U. S. Weather Bureau, obtainable for 5 cents from the Superintendent of Documents, Government Printing Office, Washington.

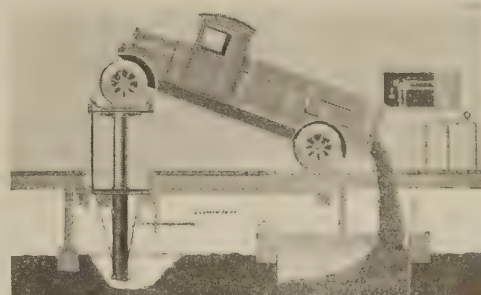
**COUNTRY TRADING IN GRAIN FUTURES** is a very readable account of impressions gained by interviewing more than 100 persons in the country districts to learn the facts. The experience of the small traders is summarized very interestingly by the author, H. S. Irwin, agricultural economist, in this multigraph of 29 pages issued by the Grain Futures Administration, Washington, D. C.

Millet as a puffed cereal is being urged by Professor N. E. Hansen of Brookings, S. D. How much wheat would it displace?

## The Best Dump for your Money

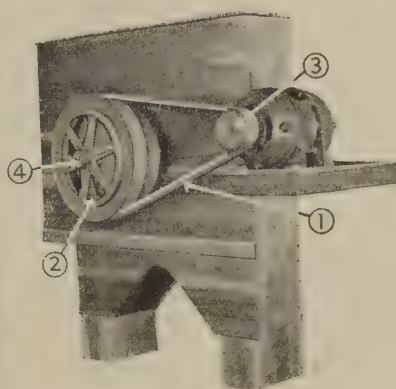
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F. B. Morrison

This edition has been entirely rewritten and revised to contain the latest information on live stock feeding and nutrition. Entirely new compilations of recent analyses of American feeds are presented in the Appendix Tables. Extensive data are presented concerning the mineral and vitamin content of important feeds.

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### Grain & Feed Journals

Consolidated

332 S. La Salle St.

Chicago, Ill.

# Feedstuffs

**Hillsboro, Ore.**—Feed dealers of three counties held a meeting on the evening of June 5 following a dinner.

**Corn ground** by 11 manufacturers during May for domestic use totaled 6,023,000 bus., as reported by the Corn Industries Research Foundation.

**Cincinnati, O.**—May receipts of feedstuffs were 770 tons, compared with 240 tons in May, 1935. May receipts of grain sorghums were 2,800 bus., and of hay 847 tons, compared with 253 tons in May, 1935.

**Randolph, Wis.**—A portable feed mill on the farm of Fred Heidt burst into flames recently, the fire starting from an overheated exhaust pipe. The mill was destroyed, but the buildings were saved.

**St. Louis, Mo.**—Within 90 days under the new Commodity Exchange Act it is expected that for the first time reports will be required by the government on the daily open interest in mill feed futures on the Merchants Exchange.

**Tacoma, Wash.**—The Pacific Northwest section of the American Ass'n of Cereal Chemists held its 7th annual meeting at the Winthrop Hotel June 12. Wayne Miller of the Western Washington Exp. Sta. outlined the "Vitamin A Problem with Poultry." A. H. Dewey, Oregon state chemist, delivered an address on "Feedstuff Analysis." —F. K. H.

**Cattle feeders** are thoroly discouraged, even with the low grade corn, and low priced feed, they are not making any money. Some of them are unkind enough to insinuate that Brother Wallace gathered up all the old cows in the country and had them killed. Then reduced the tariff on feeding and fat cattle from Canada, and made the feeding of cattle in America without profit.—Goodrich Bros. Co., Winchester, Ind.

**Cumberland, Md.**—Mrs. Mary Clem brot suit against Swift & Co. for \$2,000 damages on account of impaired health due to eating cheese made by defendant and which was alleged to have contained broken glass; but the jury on June 4 decided in favor of Swift & Co. Dr. E. C. L. Miller of Richmond, Va., testified for the defense that humans in masticating food voluntarily expel glass particles from the mouth; and that he had swallowed glass while working for the government during the war and suffered no ill effects.

### Feed Prices

The following table shows the closing bid price each week for October futures of standard bran and gray shorts, spot cottonseed meal, soybean oil meal and alfalfa meal, in dollars per ton, and No. 2 yellow corn and No. 2 yellow soybeans in cents per bushel:

	Minneapolis Spot		Kansas City	
	Bran	Midss.	Bran	Shorts
May 29.....	14.00	17.00	12.40	17.00
June 6.....	14.00	18.00	13.50	17.40
June 13.....	15.00	21.50	14.00	17.65
June 20.....	17.00	23.50	16.10	20.50

	St. Louis		Chicago Soy-	
	Bran	Shorts	Beans	Meal
May 29.....	14.25	18.00	84½	24.90
June 6.....	14.90	18.35	87	24.40
June 13.....	15.40	18.50	91	24.40
June 20.....	17.75	20.50	94	25.40

	Cottonseed Meal		Denver	
	Ft. Worth	Memphis	Alfalfa	Chicago
May 29.....	27.50	21.50	21.00	63
June 6.....	27.50	21.50	21.00	62½
June 13.....	29.00	21.50	21.00	63
June 20.....	29.50	22.50	21.00	69

**Des Moines, Ia.**—In a meeting June 6 at the Hotel Savery 75 feed dealers voted to form a state ass'n. Walter Berger is chairman of a com'te drawing up by-laws to be acted upon at a meeting to be held late in September, according to C. M. Stormes. The temporary directors are Milton Liggett, Seymour; Bert McKee, Muscatine; John Hinck, Corning; Jim Wake, Oskaloosa; Jim Olsen, West Bend; E. L. Allphin, Council Bluffs; Carl Orsinger, Waterloo; Ralph Sprague, Oelwein; Elmer Heinmiller, New Hampton; and George Schaaf, Mr. Stormes and Albert E. Sargent, Des Moines.

**Washington, D. C.**—Distillers dried grains production of about 15,600 tons during May was the largest of the season. Shipments for the month totaled about 15,300 tons. Alfalfa meal production during May totaled about 16,200 tons, compared with 15,300 tons during April, and May output of 13,700 last year, and 14,800 tons two years ago. Production during the 1935-36 season ended May 31 aggregated about 219,600 tons, the largest for any season since 1930-31 when output totaled 301,750 tons.—U. S. Dept. of Agriculture.

### Mineral Feed Men Will Meet

The 4th annual convention of the Mineral Feed Manufacturers Ass'n will be held Sept. 17 and 18 in the Grey Room of the Hotel Sherman, Chicago.

### Corn Millers Meet

At the annual meeting of the American Corn Millers Federation, held recently at Chicago, Pres. Max A. Miller of Omaha expressed appreciation for the co-operation he had received during the past year, and for the excellent attendance at the meeting. A year ago, he pointed out, the ass'n had 23 active members and two associates. During the year there were six resignations. However, during the past 90 days, the membership increased to 39 active members, representing 167,000 bus daily grind. Associate memberships increased to 12. Mr. Miller praised Harry Hunter, executive sec'y, for the gain.

Max A. Miller, Omaha, was re-elected pres.; R. C. Miner, Wilkes-Barre, Pa., first vice pres., and E. P. Mitchell, Kansas City, second vice pres. to succeed J. J. Mullen.

The following were elected directors: R. R. Clark, Charles Krause, T. K. Fahy, S. C. Hutchinson, H. H. Corman, E. P. Mitchell, J. F. Weinmann, A. Boyce Forbes, Walter Keller, E. Wilkinson, I. A. Chadwick and K. L. Juve. Harry Hunter was reappointed executive sec'y.

**Reading, Pa.**—E. G. and M. W. Zellers, trading as Zellers Laboratories, Orrton Ave. and Noble St., Reading, Pa., are named respondents in a Federal Trade Commission complaint alleging misrepresentations in advertising that their "Zellers' Kamala Nicotine Tabs" are a powerful and effective agency for ridding fowls of worms.

**Omaha, Neb.**—George H. Lee Co. is charged with unfair competition in violation of the Federal Trade Commission Act. Qualities of the respondent company's poultry medicine were misrepresented, according to the complaint.

**Washington, D. C.**—There were 12 per cent more chicks and young chickens of this year's hatching in farm flocks on June 1 than there were on that date a year ago; and production of eggs shows a 5 per cent gain, as reported by the U. S. Dept. of Agriculture.



# Northwest Feed Dealers Condemn Trucking

Culminating four years of strenuous work in their endeavor to have an organization which would function for their mutual benefit, the officers and members of the Northwest Retail Feed Ass'n must have felt their labors were not in vain, judging from the attendance at and interest in each session of the fourth annual meeting of the ass'n held in Minneapolis June 16-17.

PRES. E. J. HOULE, Forest Lake, Minn., opened the first session and introduced D. W. Onan, Minneapolis Civic & Commerce Ass'n, who welcomed the visitors, and brought to their attention the many scenic wonders in and near the city.

Following his response to this gracious welcome, Pres. Houle read his annual address which follows:

## President Houle Condemns Portable Grinders

The general improvement in business and industry is of course true in our own trade, the retelling of feed. Farmers have more money today than they have had for some time and they are in the mode to spend it with the result that practically every feed man reports a much better volume of business this spring than for many seasons past. The number of new machines installed and the construction work reported by trade journals for the feed industry definitely shows that feed dealers have come a long way back on the road to recovery.

Any prosperity among the feed men is, of course, reflected in the trade organizations which they support and our association is no exception and is definitely stronger in every way than when I took office last June.

The ass'n as it stands today is in good financial condition. It has no bills to pay and it has a substantial balance in the bank. This is a marked contrast to its financial condition at its first convention four years ago. At that time it had nothing in the bank and owed quite a large sum for printing and other expenses. It was in ill-repute with many dealers and we were in the midst of our most serious depression. Today all this has changed and we are definitely on our way. I predict that the coming year will see the greatest growth for the ass'n that it has enjoyed thus far.

**Legislation.**—The main work undertaken by the ass'n during the past year has been along legislative lines. Acting in co-operation with other trade groups in Minnesota it has sponsored four bills which are designed to bring about some regulation for truckers engaged in peddling.

**Portable grinders** continue to cause losses in volume to those of us who are equipped with stationary feed mills. While their competition is not so keen as in years past they still take enough business to cause substantial decreases in our volume of grinding. The Pennsylvania Millers & Feed Dealers Ass'n recently was successful in securing the enactment of a law in that state which requires portable mill operators to purchase a \$25 license before they can engage in business.

A number of the brewing companies in Minneapolis and St. Paul still continue to purchase barley direct from farmers. This practice works a definite hardship on the country feed man, both in the loss of volume and in the discontent and ill-feeling which it has stirred up among farmers.

SEC'Y W. D. FLEMMING, Minneapolis, who has done so much to bring the ass'n thru its most trying years, read his report of the past year's activities, from which the following is taken:

## Sec'y W. D. Flemming's Report

Since the last convention of our ass'n held one year ago today, our organization has made rapid strides and forged ahead in every field of its activity.

**Truck Legislation.**—At the 1935 convention, President Houle was instructed to appoint a committee of three to prepare and present a legislative program which would bring the truck peddler under some form of restriction.

Our ass'n was invited to participate in a co-operative legislative program under the sponsorship of the Minnesota Farmers Elevator Ass'n and designed to secure just such laws as your com'te contemplated.

The program of the co-operating organizations seeks the following laws:

A load limit of 7,000 pounds over a distance of 15 miles from the registration point of the truck. A road use tax of seven mills per ton mile on Class "Y" trucks. The licensing of all truckers engaged in the business of peddling. This license is to be contingent on the trucker carrying public liability and indemnity insurance and complying with safety measures. The placing of all truckers dealing in hay, grain, straw, livestock, farm produce, etc., under the same regulations as the local grain warehouse. This should bring the trucker under the control of the Railroad & Warehouse Commission.

It is rank ingratitude to elect a man to office, allow him to spend money and time in your behalf and then refuse or fail to give the little assistance he asks. In other words when you are asked to do something by your officers, don't lie down on the job.

## Tuesday Afternoon Session

PRES. HOULE appointed the following com'tes: Resolutions, W. L. Ledine, Bethel, Minn.; W. C. Stephan, Frederic, Wis.; A. W. Barrott, Lindstrom, Minn.; C. R. Jackson, Detroit Lakes, Minn.; E. L. Pollard, Osakis, Minn.

Auditing: L. E. Mattson, Dassel, Minn.; L. N. Schmidt, Rollingstone, Minn.; G. A. Brosbin, Willow River, Minn.

Nominating: G. A. Bailey, Elk River, Minn.; Axel Larson, Barnum, Minn.; Paul Voss, Redwood Falls, Minn.

RAY BOWDEN, Sec'y Grain & Feed Dealers Nat'l Ass'n gave a short, well-pointed talk on the need of associations, which those present considered the best talk on the subject they had ever heard.

DR. SIVERT ERIKSEN, Charles City, Ia., discussed poultry diseases, their symptoms, causes and prevention. He used a series of charts and films to illustrate his remarks.

## The Banquet

Over 100 were in attendance at the annual banquet which was held in the Moorish Room of the West Hotel. Several acts of vaudeville followed.

## Wednesday Morning Session

W. W. GIBSON, Minneapolis, who has been very active in formulating legislation to regulate trucks, presented a summary of the proposed laws which will be placed before the next session of the Minnesota legislature. He placed special stress on the damage which will be done the small towns by the abolishment of railroads, which is inevitable if some regulation is not placed on truck transportation.

M. B. PARSONS, Mill Mutuals, Minneapolis, discussed Fire Prevention and Good Housekeeping, pointing out that it is not the insurance company which pays the losses, but the individual policyholders who pay the premiums. He made many suggestions on fire prevention.

H. J. WITTEVEEN, Minnesota Dept. of Agri., read a paper on Supplementary Ingredients for Commercial Feeds, which will be published later.

AXEL LARSON read the report of the nominating committee, which suggested the following: Pres., John Heyerholm, Northfield,



Pres.-Elect John Heyerholm, Northfield, Minn.

Minn.; vice pres., W. L. Ledine, Bethel, Minn. Directors: B. A. Jaenisch, Fergus Falls, Minn.; R. W. Portinga, Willmar, Minn.; C. J. Mueleners, Plato, Minn.; H. L. Brings, St. Paul, Minn.; G. W. Brisbin, Willow River, Minn.; Norman Johnson, Owatonna, Minn.; E. L. Pollard, Osakis, Minn.; L. N. Schmidt, Rollingstone, Minn.; E. J. Houle, retiring pres., ex-officio, a member of the board of directors.

L. E. MATTSON read the report of the auditing com'te which was approved.

THE RESOLUTIONS read by W. C. Stephan, and adopted, expressed appreciation of the work done by the officers, instructed the directors to continue their efforts to secure legislative relief from itinerant truckers, expressed sympathy for the bereaved family of the late J. H. Linier, and urged the officers and directors to contact the various breweries of the Twin Cities and come to an agreement whereby the buying of barley from farmers and truckers to the detriment of the country dealers will be discontinued by the brewers.

PRES. ELECT HEYERHOLM took the chair and asked that he be given the co-operation of every member; that every member secure at least one new member before the next annual meeting and that every member bring at least two members or prospective members to the next meeting. In this way, he stated, increased interest will be taken in the meeting. Adjourned *sine die*.

## SYNTHA-MILK MIXER

A Vitamin (A-B-C-D-E-G) Product to supply the values of milks, Iodine, Iron and Yeast—ready for mixing in your formula. Takes the trouble and grief out of mixing. Ask for "The Living Proof."

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# Meeting American Feed Mfrs. Ass'n

The 28th annual convention of the American Feed Manufacturers Ass'n held its initial session June 11 at White Sulphur Springs, W. Va., and drew an attendance of many who had not been present at some of the western meetings.

The proceedings consisted mainly of prepared addresses by speakers exceptionally well qualified, and who answered questions in the discussions that followed.

H. L. McGEORGE, pres., of Memphis, Tenn., said in part:

## Pres. McGeorge's Address

**Ass'n Accomplishments.**—In my opinion, no better way is offered for us to gain privileges and protection than thru the avenues offered by this ass'n, but our cause must be just and we must work in harmony and unity.

Evidence of what I mean is found in some of the vital things that have been accomplished by the ass'n in the past few years and especially since our meeting in French Lick just a year ago. At that meeting your executive officers were made aware of the unrest among our membership because of the irksome, unwarranted and heavy burden that had been imposed on the industry's products due to the emergency charges on freight rates applying on mixed feeds, which went into effect on April 18, 1935. In practically all instances these charges amounted to the full maximum charge allowed in the tariffs of 3c per 100 lbs. or 60c per ton.

Immediately following the French Lick convention our traffic com'te, under the able direction of Ralph Field went into action; shortly they had their case ready and thru conferences with the Interstate Commerce Commission and the railroads they were successful in bringing about an adjustment whereby on Aug. 12, 1935, the emergency charges applying on mixed feeds and other related articles were reduced to a maximum of 1c per 100 lbs.

Here is a case where approximately \$1,000,000 was saved for the American feeder thru reduced prices of mixed feeds that followed this partial removal of the emergency charges. Other efforts are in progress at this time to completely remove all emergency charges on mixed feeds in order that they will not be thus penalized.

**Feed Bag Taxes.**—Other evidence along this same line is the splendid work done during the early days of A.A.A., when the feed manufacturers, standing shoulder to shoulder and working through the medium of the ass'n, which resulted in the granting of exemption from processing taxes on feed bags. Here again the American feeder benefited, for we have ample evidence that these reduced prices of containers were passed along as a direct saving in the form of lower prices of feeds to the purchaser.

**Excessive Inspection Fees.**—It is clearly evident that in many of our southern states the feed inspection laws and resultant fees derived therefrom are more or less revenue measures, and the Supreme Court of the United States on numerous occasions in similar cases has definitely said, in effect, that such measures were unconstitutional when they resulted in a revenue producing enterprise, and not a bona fide inspection service at a cost in keeping with adequate needs.

Mr. Field has done considerable visiting in the past 12 months. These trips have paid us dividends in the form of more and better contacts. New members have been gained, and good will has been generated among the regional associations affiliated with us. Often on such trips, Mr. Field has found the time to make friendly visits with the individual members and, following such visits, I have had many favorable comments.

**Ass'n in Strong Financial Position.**—Like any successful enterprise, we have spent less than our receipts. Our operating profit has been \$3,365.17, which, with funds accumulated in previous years' operations, leaves us with a cash surplus of \$21,985.55. These surplus funds are on hand in scattered depositories waiting to be utilized when needed should some unforeseen emergency arise. The development of this surplus over a period of several years has been the result of careful planning on the part of my predecessor, C. A. Coddington.

Many of you familiar with ass'n affairs in the past, who have been rudely awakened for quick contributions and assessments because of some pressing ass'n problem, should gain comfort from the knowledge that this surplus exists and will be carefully safeguarded for emergency purposes.

RALPH M. FIELD, of Chicago, in his report as executive vice pres. and traffic manager, said:

## Vice Pres. Field's Report

The first and possibly the most outstanding feature of the work of the past fiscal year was the elimination of the Code and the readjustment of the Ass'n back to ass'n work.

During the past year your executive vice-pres. has appeared before the following regional ass'ns, asking them to reaffirm their previous endorsement of the feed merchandising agreement: Texas, Michigan, Mid-West, New England, Southern and Northeast Feed Ass'ns.

Each of these associations has passed resolutions enthusiastically supporting the merchandising council agreement, with the assurance that they will as far as possible endeavor to see that their individual members obey the principles contained therein.

**State Legislation.**—Pennsylvania made a few minor changes in their feedstuffs law and New Jersey amended their law simply to provide that the taxes collected be paid to the State Agricultural Department instead of to the State Tax Commissioner. Virginia amended its law to prohibit the use of metal fasteners on boxes.

We were instrumental in getting a percentage declaration rule rescinded in Alabama. Also in Alabama and Louisiana, which states require notification of shipments, we succeeded in having the regulations amended to provide that copy of the invoice without price and with certain information shown thereon would be accepted in lieu of the regular burdensome notification statement.

Pennsylvania passed a law providing for a license of \$25 for each portable feed mill. We called our members attention to the fact that in New Jersey and Washington state sales tax laws are eliminated on feeds which have already paid a tax and on feed used for feeders producing for sale.

**Uniform Feed Law.**—The Association of Feed Control Officials at their meeting in November gave its tentative approval for the year to the draft of the proposed law as submitted, with some further changes.

**Bulletin Service.**—Thru the Com'te on Research and Education it was arranged during the year to make a check in the Ass'n office of articles printed in bulletins and pamphlets issued by Experiment Stations and various other authorities dealing with research and experimental work on feeds, feeding and other matters of interest to our members, and from time to time we have sent out and are continuing to send out to the membership with our bulletins a brief digest or summary of these articles with references shown, so that those desiring to obtain the articles may have the information thus called to their attention. This work has been well received and apparently appreciated by the membership.

**Membership.**—The Membership Com'te has

done a splendid work this year. Thirty-three new members have been added to the Ass'n, and during the year we have had 14 resignations. Most of these resignations are due to firms going out of business. There has, however, been a definite membership gain and we feel that the Ass'n is in better shape from the standpoint of membership and income than it has ever been in its history.

W. R. ANDERSON, Milwaukee, Wis., in his report as treasurer, reported the Ass'n finances in satisfactory condition.

C. E. BUCHANAN, Topeka, Kan., pres. of the Ass'n of Feed Control Officials, delivered an address which is published elsewhere.

W. L. DALEY, Washington, D. C., from his vantage point at Washington, gave a most illuminating forecast of the legislative trends that may be expected in the near future regardless of which political party is in the ascendancy. He said it was his firm conviction that the average manufacturer and distributor fails to give proper attention to the growing power of organized consumers.

**DIRECTORS.**—The nominating com'te brot in a report naming directors and on motion by Mr. Ackerman the sec'y cast the ballot for them as read. They are:

One Year—W. P. Bomar, Fort Worth, Tex.; H. Roy Eshelman, Lancaster, Pa.; J. W. Keller, Philadelphia, Pa.; L. C. Lord, Cincinnati, O.; A. C. Palmer, Waverly, N. Y.; O. M. Straube, Kansas City, Kan.

Two Years—C. A. Coddington, Cayuga, N. Y.; C. B. Fretwell, Spartanburg, S. C.; Ellis Hart, Petaluma, Calif.; J. A. McConnell, Buffalo, N. Y.; Floyd M. Wilson, Lamar, Colo.; Searle Mowat, Detroit, Mich.

Three Years—C. N. Barrett, Minneapolis, Minn.; J. B. DeHaven, Chicago, Ill.; C. C. Lewis, Buffalo, N. Y.; L. R. Hawley, Chicago, Ill.; A. F. Seay, St. Louis, Mo., and W. D. Walker, Chicago, Ill.

W. D. WALKER, Chicago, for the membership com'te, reported that a year ago on June 1 there were 171 members in good standing, and on June 1, 1936, 190.

A RESOLUTIONS com'te was appointed, consisting of C. B. Fretwell, J. W. Powley and W. P. Frost. Their report, which was brot in later and adopted, contained only resolutions thanking those who had contributed toward making the meeting a success.

## Friday's Session

A. F. SEAY, St. Louis, Mo., for the com'te on research and education, said it was the

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purpose to continue bulletins on research being done in all parts of the country.

C. A. CODDINGTON, Cayuga, N. Y., for the com'te on definitions, announced that his com'te had been given broader scope by the ass'n's executive com'te than had first been intended. Under its new authority, the com'te will represent the ass'n in virtually all contacts with the feed control officials' ass'n. The manufacturers' com'te consists of two executives and three technical men from the industry. Mr. Coddington reviewed some of the matters in which co-operation between the two groups is desirable. "It is my personal opinion that there is a sufficiently important field for the activity of such a com'te in order to justify the defraying of traveling and other expenses of this com'te to permit it to meet as frequently as may be necessary to discuss these problems at length, attend the annual meeting of the feed control officials and become thoroly conversant with any problems under discussion at such annual meetings which may affect the feed industry."

J. W. KELLER, Philadelphia, Pa., chairman of the com'te on uniform feed law, said:

The present proposed act classifies as a "mineral feed" any mixed feed containing more than 5% minerals and sold for the primary purpose of supplying mineral deficiencies in rations. It developed after our meeting at French Lick that some of our members felt the limit of 5% should be raised to 8% or 10%, in view of the fact that the type feeds, particularly concentrates, to be used in connection with homegrown grain, sometimes contain in excess of 5% minerals. The Mineral Feed Manufacturers' Ass'n, thru their secretary, Mr. Brown, filed a formal objection with the officials' association to any raising of the limit, and the wording of the act was, therefore, left unchanged.

Inasmuch as any of our members' feed that may contain more than 5% minerals is not sold "for the primary purpose of supplying mineral deficiencies in the rations," we do not believe that they need feel disturbed over the situation or apprehensive that their feeds will be classified as mineral feeds and that they will be required to so register or state on their labels.

On the matter of the uniform method of registration, we are afraid that the solution is yet in the distance, due to the diversity of individual interests. The A. F. M. A. feels that the tonnage tax, without the bother and expense of stamps or tags, is fairest and will probably give greatest returns. As yet the A. of A. F. C. O. has not indicated its preference.

Without solicitation, the state of Rhode Island this year enacted a new feedstuff law which is closely patterned to and worded like

our own proposed act. We are sorry to note that, for some unexplained reason, they omitted the portion which brings local mixers within the act and requires them to bear their portion of the burden of its enforcement.

DR. J. S. HUGHES, professor of chemistry at Kansas State College, Manhattan, Kan., who has achieved renown as an authority on nutrition of poultry and farm animals, delivered an able extemporaneous address on the topic assigned to him, "Vitamin A," illustrated with lantern slides, and pointing out the heavy losses that may follow a deficiency of that vitamin in feeds.

DR. H. E. BARNARD, of Dearborn, Mich., director of research for the Farm Chemurgic Council, delivered an address on "Soybeans and Their Products, Their Uses in Commercial Feeding," which will be published later.

The convention then adjourned.

The directors met after adjournment and chose the following officers for the ensuing year: Pres., H. L. McGeorge, Memphis, Tenn.; vice pres., H. L. Hammond, Boston, Mass.; treas., W. R. Anderson, Milwaukee, Wis.; executive vice pres. and sec'y, Ralph M. Field, Chicago, Ill.

## Feed Definitions—Legislation

From address, by C. E. BUCHANAN, pres., American Ass'n of Feed Control Officials, before American Feed Mfrs. Ass'n at White Sulphur Springs, W. Va.

The Ass'n of Feed Control Officials, meeting once a year, is in the nature of a school where the umpires discuss and lay down new rules and compare ideas on application of the rules in their various states.

The research departments maintained by some of the larger feed manufacturing organizations are valuable to the industry and to the consuming public. Such manufacturers have both an opportunity and a responsibility, an opportunity to demonstrate better methods of combining feeds, more economical ratios of food nutrients, and a responsibility for the proper use and distribution of such information.

New feed substances are coming onto the market every year. Some of them are by-products from the manufacture of new foods for human consumption, or some well-known and much used substance may be "processed" and offered as new products. It is our duty as feed officials, consulting with the processors and manufacturers, to define and possibly fix standards for these feed substances.

A uniform standard and definition for molasses is not yet established. Soon we must define molasses and dehydrated molasses.

Soybean by-products are rapidly coming to the front. Its oil is now the main product. Soybean oil meal, a by-product, is defined. Soybean flour, for human consumption is now on the market. What about the by-products resulting from the manufacture of this flour? Apparently they will be offered to the trade soon, if they are not already.

There is a lap over or dual purpose, nutritional and medicinal, with some mineral substances, depending on conditions under which they are used and conditions of the animal. I believe the feed manufacturer should be careful when incorporating into his feed inorganic substances so as not to medicate his feeds by the addition of medicinal minerals.

A uniform feed bill should set out a clear statement as to what feeds come under its provisions, and not leave it to each state to include or exempt certain classes of feeds as they may choose. Section 1 of the proposed bill violates this idea. When one considers the lack of uniformity in the provisions set forth in the various state feed laws it is evident that more uniformity on essential points

including regulations would be very helpful to the feed manufacturers doing business in several states. The same uniformity would be helpful also to the feed control officials altho not to the same extent as to the manufacturer.

**State Fees.**—Probably the present lack of uniformity in the various state laws in the manner of paying state fees, meaning registration and inspection fees, is most confusing. Under Section 4 of the proposed bill there is set up three suggestions as to methods for paying fees, presumably meaning that states are to choose which one of the suggested methods they will adopt in their law. Would not such idea defeat uniformity and leave us exactly where we are now. It seems to me that agreement should be reached by a majority of those concerned as to the best method for paying fees then recommend that plan in the bill to all states.


If every state should enact the same feed law, there still would exist the subject of rules and regulations, which have the same effect as the law. More uniformity in rules and regulations under existing feed laws would be very helpful and I believe is possible if the problem be attacked properly and earnestly.

There is now being considered nationally what is termed a uniform livestock medicine bill which when finally decided upon as to text will be recommended to state legislatures for passage as written when that subject is up for consideration in any state.

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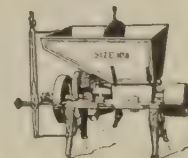


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## BOWSHER Crush Grind Feed Mills' Mix

Rapidly crush ear corn (with or without husk) and grind all the small grains; either separately or mixed—mixed as they are being ground—not before or after. This saves time and labor.

### "COMBINATION" MILLS



Use the famous Cone-Shape burrs. Light Draft. Large Capacity. Solidly Built. Long Life. Special sizes for the milling trade. Sack-ing or Wagon Box Elevator. Circular on request.

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SOUTH BEND INDIANA



H. L. McGeorge, Memphis, Tenn., Re-elected President



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By TURK, MORRISON AND MAYNARD of Cornell  
Soy-bean oil meal was selected as one of the few plant protein supplements that furnish proteins of high quality. Tho some experiments have indicated that soybean proteins are rather low in cystine they apparently supply more adequate amounts of the essential amino acids than most single seeds or seed byproducts.

In experiments with swine or rats the proteins of soybean-oil meal would probably rank above those of linseed meal and corn-gluten meal. Linseed meal is a popular protein concentrate, but some experiments have shown that its protein is not of the highest quality. Corn proteins, especially those of the endosperm, are low in two of the essential amino acids—tryptophane and lysine. Corn-gluten meal is probably even lower than the entire corn grain in tryptophane and lysine, as it commonly includes none of the germ the proteins of which are of better quality than those of the endosperm. The immediate object of this investigation, therefore, was to determine what differences, if any, would be found in the nutritive value of the proteins of soybean meal, linseed meal, and corn-gluten meal for growing lambs.

In the experiments which were conducted, each feed was substituted for part of the starch and sugar in a low-nitrogen ration and fed to growing wether lambs. The nitrogen balances were determined on each ration, and also the digestibility of the protein, the storage of protein, and the biological value of the proteins.

Considerable variations in individual values are noted in a few cases, but they are no greater than commonly occur in experiments of this type. The average results for each of the two trials agreed quite closely in almost all respects. Further repetition of this work and experiments with other species would be desirable.

There was little difference in the average digestibility of the proteins of the corn-gluten-meal and the soybean-oil-meal rations. The proteins of both these rations, however, were slightly more digestible than the proteins of the linseed-meal ration.

There were some differences in the amounts of nitrogen retained or stored on the different rations. The storage from the soybean-oil-meal ration was significantly higher than from either of the other two rations. The average storage of nitrogen

was 33.8 per cent for the soybean-meal ration, 26.7 per cent for the linseed-meal ration, and 26.5 per cent for the corn-gluten-meal ration. The odds are 302 to 1 against the difference in protein storage between soybean-oil meal and linseed meal being due to chance alone. For the other comparison, the odds were 32 to 1 in favor of soybean-oil meal as compared with corn-gluten meal. There were similar differences in the percentages of digested nitrogen stored. The average percentages of digested nitrogen stored were 51 for soy-bean-oil meal, 39.8 for corn-gluten meal, and 41.5 for linseed meal. These results clearly show a superiority of the proteins furnished by soybean-oil meal.

The biological values of the protein in the soybean-oil-meal ration were slightly higher than those for either corn-gluten meal or linseed meal. The average was 72.8 per cent for soybean-oil-meal proteins, 65.7 for the corn-gluten meal, and 67.7 per cent for linseed-meal proteins. The difference between the biological values of soybean meal and of linseed meal is significant as shown by odds of 87 to 1 against this difference being due to chance. A tendency toward statistical significance is also shown in comparing the soybean-oil-meal ration with the corn-gluten-meal ration. The odds in this case are 20 to 1 in favor of the soybean-oil-meal ration.

The proteins of linseed meal were less digestible than corn-gluten-meal proteins but they were utilized a little more efficiently on the average. Soybean proteins were digested at approximately the same rate as the corn-gluten-meal proteins, but were more efficiently utilized as indicated by the storage and biological values of the proteins. These results, as a whole, indicate that soybean-oil meal furnishes a more efficient combination of amino acids than does either linseed meal or corn-gluten meal.

The data on digested protein (nitrogen) stored showed greater differences in favor of the soybean-oil-meal proteins than do the biological values. When the metabolic and endogenous nitrogen losses are considered, and the biological values of the protein computed, the differences in the average values between the soybean-oil-meal ration, and the other two rations become less. Since the two methods of evaluating the proteins differ only in the respect that metabolic and endogenous nitrogen are considered in the calculation of biological values, these data may question the accuracy of estimating these nitrogen losses. The writers recognize that the low-nitrogen ration used is not entirely satisfactory for sheep and for most other species. With prolonged feeding of the low-nitrogen ration there is a diminished appetite and falling off in food consumption. The data from the low-nitrogen feeding periods show that as the feed consumption decreases the rate of metabolic nitrogen excreted per unit of feed intake will increase, thus producing an error in the calculation of the biological values. This error, however, may not be very great.

For soybean-oil-meal proteins fed with corn silage and corn to lactating cows, Holdaway, Ellett, and Harris reported utilization values of 77 per cent. Mitchell and Villegas reported average biological values of 64 for the proteins in soybeans fed to rats at a 10-per cent level. These values, however, are not directly comparable to those obtained in the experiments reported in this paper. Many practical feeding experiments have been conducted, however, which show the high value of soybean-oil meal as a protein-rich supplement.—Journal of Agricultural Research.

Syracuse, N. Y.—The poultry production show at the New York State Fair is the principal one of its kind in New York. Entries for the egg show close Aug. 20 and for the production classes Aug. 10.

Holstein, Ia.—This season 70,000 turkeys will be raised by the Holstein Produce Co., owned by Vilas & Co., of Storm Lake. The company has a farm south of town.

Seattle, Wash.—Washington's poultry industry will have two days' statewide meetings. The Washington Poultry Improvement Ass'n and the Washington Baby Chick Ass'n June 18-19.—F. K. H.

Mutual insurance may be contracted for by a county school board "without lending its credit" when the assessment is limited to a fixed sum, according to a recent decision by the Supreme Court of North Carolina.

The National Labor Relations Board is without power to regulate labor and employer relations in manufacturing, the Circuit Court of Appeals at New Orleans held, June 15, denying the Board's petition for an order enforcing its demand that the Jones & Laughlin Steel Co. reinstate certain employees. Under the constitution, the federal government can not regulate production or manufacture, the court held. Nevertheless the federal government is regulating the production of farms under the soil conservation act, until the Supreme Court catches up with it.

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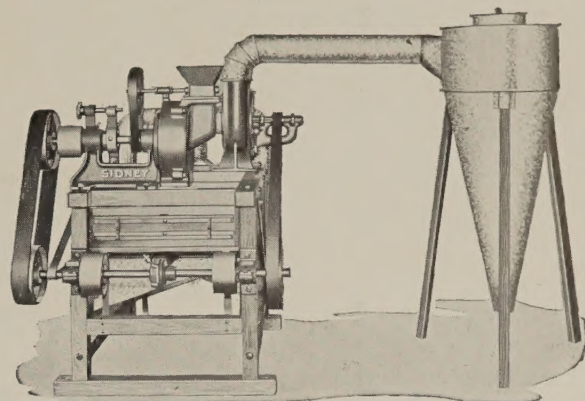
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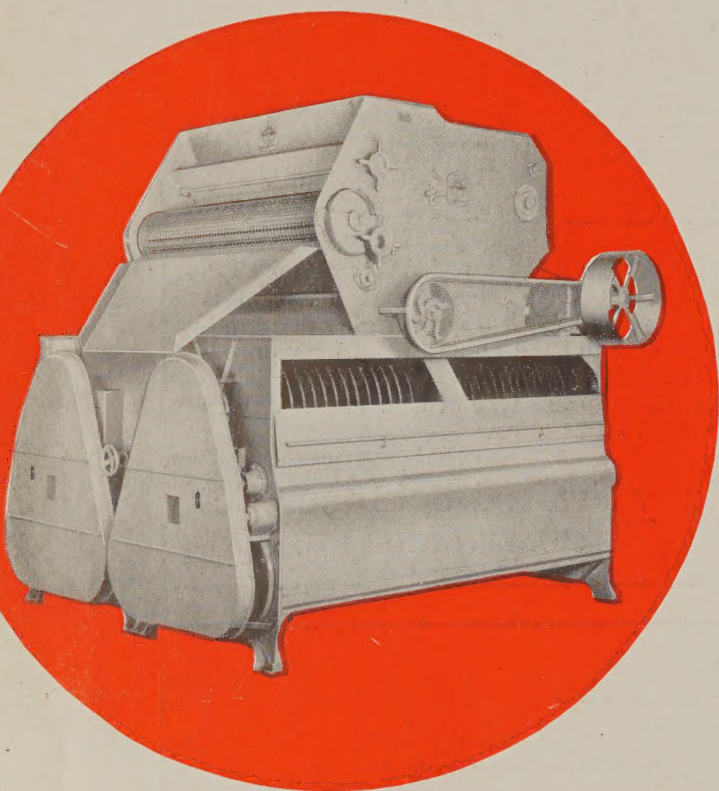
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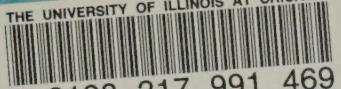
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